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The only Permanent Optician in the Colony.

The Hongkong Telegraph.

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THE DRAGON MOTOR CAR CO., LTD.
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A. J. Allison, Service Manager.
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MR. BALDWIN PREMIER.

Asks for Prayers Not Congratulations.

LABOUR OPPOSED APPOINTMENT OF A PEER.

(Reuter's Service.)

London May 22.
Mr. Stanley Baldwin has been summoned to Buckingham Palace.
London, May 22.
Official: Mr. Baldwin is the new Premier.
London, Later.
Mr. Baldwin, arriving at Downing Street from Buckingham Palace, told pressmen "I want your prayers more than your congratulations."
H.M. the King discussed the political situation with his secretary, Lord Stamfordham, at Buckingham Palace in the forenoon, but did not receive political visitors until after luncheon, when Mr. Baldwin was called to the Palace. The difficulties in Marquis Curzon's path to the Premiership are indicated by independent statements issued to-day, authoritatively expressing the views of Labour headquarters and what is vaguely described as a large and growing section of the Conservative party, opposing the appointment of a peer to the Premiership. The chief argument of both is that the official opposition, namely Labour, is of the Commons, not Lords. A Labourite statement declares that if a peer were appointed, the Labour party would use every political device to precipitate a dissolution of Parliament.

A Meteoric Career.

London, May 22.
Mr. Baldwin's summons to Buckingham Palace followed a forty minutes' visit by Lord Stamfordham to Marquis Curzon. Mr. Baldwin remained an hour at the Palace. The King wore Service uniform when he arrived from Aldershot, where he had been busy inspecting the troops. He returned thither this evening. Before His Majesty saw Lord Stamfordham the latter spent many hours conferring with the Conservative leaders. There was a meeting of the latter at Downing Street in the morning, at which unanimity was reached regarding the choice of a Premier, and after the appointment had been made Colonel Jackson and Sir Reginald Hall, chairman and deputy chairman, respectively, of the Unionist Central Office, told interviewers that they were delighted at Mr. Baldwin's selection, adding that the sole reason the leaders preferred him to Marquis Curzon was that His Majesty's opposition was in the House of Commons, not been given the House of Lords.
Mr. Baldwin has had a meteoric political career. Though a Commoner since 1908, his name had been practically unknown to the public, until five years ago, when he became Financial Secretary to the Treasury. He has been associated with the "diehard" tariff reform section of the Conservatives. His speech at the famous Carlton Club meeting was primarily responsible for the downfall of the Coalition. He has always been regarded as a protagonist within the Cabinet of a purely Conservative Government, and the prospects of the return of the Chamberlainites to the Conservative fold are now regarded as no more likely than that would have been the case had Lord Derby been given the Premiership.
Nevertheless, it is freely stated that Sir Robert Horne is likely to accept the Chancellorship of the Exchequer, though this will not involve him in resigning his many important business appointments, which he lately accepted. It is understood that Marquis Curzon is willing to remain in the Foreign Office. When Mr. Baldwin was appointed Chancellor of the Exchequer the city chorused approval of the selection of a prominent business man, and his Budget statement, which was accurate and practical without superficial brilliancy, strengthened his reputation. Mr. Baldwin is very popular in the House of Commons, where he does not waste words. He possesses a dry humour, and has proved most capable of dealing with hecklers. He was a tremendous help to Mr. Bonar Law in handling the cross currents of a restive House when temporary leader of the Commons.

COUNTY CRICKET RESULTS.

Some Good Trundling.

London, May 22.
Middlesex beat Sussex by three wickets. Hearne for Middlesex in the first innings scored 140 and in the second 57 not out. He also took twelve wickets for 128 runs.
Derby beat Warwick by four wickets.
Yorkshire defeated Lancashire on the first innings.
Nottingham beat Surrey by an innings and 107. In Surrey's first innings, which produced 157, Barratt took 6 for 38, and in their second, which produced 111, Richmond took 7 for 45.
Somerset beat Gloucester by 343 runs. Gloucester in the first innings scored 106, Bridges taking 5 wickets for 44, and in the second 87, White taking 6 for 27. For Somerset, A. S. Rippon scored 110. Leicester defeated Northants by 191 runs.

BIG SILVER PURCHASES.

London May 22.
The telegram of May 19 as to silver refers to silver purchased from the United States mint in 1918, valued at 120 million dollars, under the law introduced by Senator Pittman. Repayment was to be effected by four annual payments, of which this is the third. Messrs. Montagu's report states that about 12 million ounces are still to be purchased under the Act in order to replace silver dollars melted down and sold to Britain on behalf of India in wartime. About 26 million of the total amount required has not yet been delivered.

WHOLESALE MURDER BY MEXICANS.

Mexico City, May 22.
Thirty-two bodies have been recovered from the river Rio Grande, near Laredo, believed to be those of Italians and others murdered and robbed on May 5th while attempting to enter the United States clandestinely. The only survivor declared the murderers were Mexicans hired to assist the party across the border.

SEIZURE OF GERMAN DYESTUFFS.

Paris, May 22.
A train containing thousands of tons of dyestuffs seized at the Badische aniline factory at Ludwigshafen, was sent to France on Sunday. A further trainload will shortly be despatched to Belgium.

(Continued on Page 11.)

HONGKONG HARBOUR.

Big Development Scheme.

PROPOSED EXTENSIVE RECLAMATION AT HUNGOM BAY.

SIX MODERN JETTIES SUGGESTED.

The long-delayed report on proposed Hongkong harbour improvements, on which Messrs. Coode, Fitzmaurice, Wilson, and Mitchell were requested to report, is to hand from the Colonial Secretary. It is dated November 24th, 1922. The report is a lengthy one, and includes four coloured plans giving details of the suggested works, which in the main consist of proposals for a reclamation at Hungom Bay, and the construction there of six jetties capable of berthing big ocean-going vessels.

The report is the outcome of a visit paid by Sir Maurice Fitzmaurice to Hongkong in November 1920, at the request of the local Government.

The matters upon which the Government desired advice were the following:—

(I) Improvements of the Harbour generally.

(II) The provision of Wharves and Warehouses provided with railway communication.

(III) Improvement of the Mongkoktsui Harbour of Refuge.

(IV) The question of dredging plant generally; the re-fitting of the dredger St. Enoch being considered in this connection.

(V) The best means of providing facilities opposite Statue Square for landing from or embarking on launches and small craft generally.

The Recommendations.

The report leaves out such undertakings as are already in hand, and is devoted principally to the Hungom scheme. The following extracts give the pith of the recommendations:—
We propose that there should be 37 feet of water alongside the wharves at ordinary low water, which will give about 36 feet of water at extreme low water. This would give 3 feet of water below the bottom of a ship drawing 33 feet.

Owing to the expansion of trade, the developments in size of ships, and the almost universal desire of Shipping Companies to be able to bring large ships alongside wharves, the time has arrived for the provision of further facilities in the Port. In fact we notice that it is stated in the China Sea Directory for 1904—"Owing to the constant advances in the size, draught and number of the vessels frequenting the harbour, it is probable that the water space will soon be found inadequate for the berthing accommodation required."

For the provision of such facilities, the use of considerable areas of land and foreshore is required and the co-ordination of the railways with any new works is essential. The existing railway is owned and worked by the Government. There appears to us to be three ways in which the question may be approached:—
(1) The formation of a Port Trust which would take over existing wharves, and manage the new wharves and those taken over.

(2) The allotment of land to existing wharf owners for development of their business by new construction at their own expense and to such other Companies as may wish to construct wharves.

(3) The construction of new wharves by the Government on a settled plan for the development of the port for many years ahead, together with the railway facilities to such wharves, and the leasing of them to private Companies who will carry on and manage the business in their own way.

The third suggestion is recommended as the most satisfactory one to adopt.

Berthing of Steamers and Junks.

The object we have kept in view in the design to be described, has been to provide a scheme which would afford at an early date a certain amount of berthage for large vessels and junks, and which would admit of future extension as the trade of the Port required. Keeping this in view it will be seen from the plans that for the complete scheme we propose to construct in the bight of Hung Hom Bay a large reclamation of about 48 acres, from which will project in a southerly direction a series of 6 jetties. For the first instalment our proposal is to construct Jetties Nos. 1 and 2 with a portion of the reclamation to the extent of 7 acres.

The special requirements of the trade as at present conducted in regard to the large proportion of cargo which is taken away by junks and barges, is dealt with in these proposals by providing in the case of each jetty (with one exception) deep water berthage for large vessels on the one side and berthage for junks or vessels of small draught on the other.

A Preliminary Scheme.

The general lay-out of the works which we recommend should be carried out as the first instalment of the complete scheme will provide 2,600 lineal feet of deep water quays, giving accommodation for say 5 or 6 large steamers of varying dimensions, and 2,050 lineal feet of quay for junks and vessels of light draught.

The width of the jetties is 250 feet, which will provide space for the construction on each jetty of two sheds or warehouses say 500 feet in length and 160 feet in width. This will allow a width of 50 feet on each side of the sheds between the latter and the quay face. This in our opinion will be amply sufficient for the convenient handling of cargo between the vessels and the sheds but is by no means excessive. This width also permits of two lines of railways and crane road, which could be laid as and when required. If cranes of the portal type be adopted, a third line of railway could be provided on the quay. In addition to these, a line of railway could readily be taken into the sheds or warehouses themselves should such a course be considered advisable.

The type of warehouses to be erected is a matter which will require careful consideration. It may be, as already suggested in this report, that these will be erected by the Shipping or Godown Companies. If so, they will probably be upon the lines of the very excellent warehouses recently erected by Messrs. Holt and the Hongkong and Kowloon Wharf and Godown Company.

At many ports, cranes on high carriages, so that they can reach over the sides of the largest vessels, are frequently provided. Such cranes at Hongkong, where violent typhoons are experienced, would probably be unsafe and it might be preferred that cargo should be placed on the quay by ships' derricks, being afterwards lifted into the upper floors of the sheds by cranes having comparatively low carriages, running along the quay. All such matters of equipment will have to be fully considered when the time comes.

Concrete Blocks for Walls.
With regard to the actual construction and carrying out of the work, we propose that the quay walls should be constructed of concrete blocks, for the making of which ample material of excellent quality is conveniently available, both in regard to the stone and sand required for the aggregate, and also the Portland cement, excellent cement being procurable from the Green Island Cement Works at Kowloon.

In this connection we may say that we have considered alternative methods for the construction of the quays, both in reinforced concrete and steel, but when the necessary provision is made for retaining the filling at the back there is no saving in cost. On the other hand such structures are specially subject to deterioration, involving considerable maintenance costs, whereas with a solid concrete block wall the contrary is the case. We have, therefore, no hesitation in recommending this form of construction.

From an examination of the samples of the borings which we have received, and consideration of the conditions under which the prickings were carried out, we are of opinion that satisfactory foundations will be obtainable throughout at a fairly reasonable depth.

The ground in the vicinity of Kowloon is extremely hilly, and extensive levelling has been done in the district to provide building areas for the increasing population. We would propose, therefore, that the general filling both for the reclamation area and for the jetties, be obtained from levelling down high ground in the vicinity.

The Estimated Costs.

In estimating the cost of the works we have kept in view the local prices furnished to Mr. Wilson on the occasion of his visit last February, making allowances for the differences in the character of the work, and of the methods and appliances required for their execution, as compared with those to which the local prices actually applied. We have also assumed that all material above the lines on the drawings forwarded to us, describe as "hard as derived from prickings" can be removed by direct dredging by a bucket dredger without recourse to blasting. Keeping these points in view we estimate the cost of the first instalment of the works as shown by Red Colour on the Drawings at approximately:—

Jetties Nos. 1 and 2, including filling	£1,120,000
Reclamation and dredging in connection with jetties	98,000
Dredging Belcher Ridge	13,000
Dredging Cust Rocks	29,000
	£1,260,000

The above estimate includes 10 percent. for contingencies but does not cover the following items:—
(1) Warehouses which we have already referred to.

(2) Railways, which we propose would be dealt with by the Railway Department.

(3) Crane equipment, which will depend upon the method of dealing with cargo which may ultimately be decided upon. Assuming, however, that in the first instance four 3 ton cranes were to be provided on each of the four quays, the approximate cost at present prices would be about £60,000.

(4) Electric power and lighting, with cables and wiring, which we presume would be dealt with locally.

(5) Water supply, which would also no doubt be dealt with locally.

(6) Acquisition of land from which to obtain filling, or for other purposes.

Although we have not included the provision of pipes for oil bunkering purposes along the jetties, our proposals will not interfere with laying such pipes in the future if and when the Oil Companies wish to provide a supply of bunker oil to ships lying alongside.

The Time, and the Contract.

We estimate the time required for completing the whole of the works included in the first instalment at about 3½ years.

With regard to the actual execution of the work, we would strongly recommend that the course which has been satisfactorily adopted in connection with large works carried out under our direction for your Department in the Straits Settlements, Federated Malay States, Kenya Colony, and Nigeria, be adopted.

and a contract for the works entered into, tenders being invited in the usual way from responsible British contractors with experience in carrying out large marine works of this character.

The Complete Scheme.

When completed, there will be available 8,600 lineal feet of deep water quay, or say 18 to 20 berths for large vessels of varying dimensions, and 5,650 lineal feet of shallow quay for junks and barges, without taking into account the quay at the eastern end of the proposed reclamation.

With the completion of the whole scheme the general lay-out of the railways will require to be re-arranged. It may be anticipated that by that time railway traffic will have largely developed. Should this be the case extensive siding accommodation for marshalling inward and outward traffic will be required, for this purpose the large reclamation area to the northward of the jetties will be available, and if necessary further accommodation could be obtained by widening the railway cutting to the northward of Gascoyne and Chatham Roads, the excavation from which could be used for filling the reclamation.

The Question of a Dredger.

We have been asked on several occasions what our views are as regards providing a dredger for the harbour requirements, and we consider it very important that a dredger should be available. We, however, suggest that, under the conditions now existing, it might be well to defer its purchase for a short time. We are proposing in another part of this report that certain definite information as regards depth of water, etc., should be obtained, and until this information is available it will probably not be necessary to do much dredging. If a contract should be arranged, the contractor would provide a dredger for his work, and arrangements could be made with him for carrying out any additional dredging required.

Coaling Arrangements.

The question of coaling arrangements has been raised in a general way, and the information received from the Colony includes the results of soundings and borings off Tai Wan Point. So far as we can gather from the particulars forwarded, there would be no difficulty as regards site in affording the necessary jetty or wharf accommodation which might be required.

As far as we have been able to ascertain there is not much sign of shoaling between the Lye Mun Entrance and a North and South Line through the Observatory, except in some sheltered bays. We have, however, not got the same confidence as regards the area of the Harbour to the West of this line.

We consider that no further delay should occur in making a systematic survey of the portion of the Harbour to the west of the North and South line through the Observatory. This survey should be made on standard lines so that all soundings and other observations can be reported on the same lines from time to time.

Increased P.W.D. Staff Desirable.

In a letter dated 25th. November, 1920, which our partner, Sir Maurice Fitzmaurice, when in Hongkong wrote to the Hon. Director of Public Works, he stated:—"The large number of reclamations completed, in progress or proposed will no doubt make their influence felt in the future by causing some alterations, and it is important that a proper harbour survey on standard lines, permanent, marked, should be completed so that comparisons may be made from time to time. I would like to suggest that the staff of the Public Works Department should be increased by the addition of one senior 'man' accustomed to keeping records of soundings, current observations and the other different matters which form the history of a harbour, and a junior man who would assist him and be an understudy."

We do not know whether any action has been taken on this suggestion, but if not we should like to repeat it strongly. There is

men proposed for a considerable time to come.

If the same letter Sir Maurice stated:—"I would also suggest that at least two self-recording tide gauges should be erected. I cannot find that any tide are being taken at present. It is very important that proper tide records should be available, and we hope that the gauges referred to may be installed at an early date if not already done."

The report concludes:—"We consider the cross traffic between Hongkong and Kowloon is growing sufficiently to warrant the provision by the Government of a good vehicular and passenger ferry service."

POLICE OFFICER'S SUICIDE.

A Kuala Lumpur Tragedy.

(Our Own Correspondent.)
Singapore, May 22.
Mr. Cowan, a popular European police officer of Kuala Lumpur, shot himself yesterday morning and died in hospital this morning.

MOTOR SMASH SEQUEL.

Successful Action Against Government.

(Our Own Correspondent.)
Singapore, May 22.
Mr. and Mrs. St. George, of Seremban, successfully sued the Negri Sembilan Government for damages as the result of injuries received in a motor smash, due to a defective bridge.
Judgment was given in the Supreme Court yesterday, the damages to be assessed.
The Government is appealing against the decision.

THE OLYMPIAD.

More of Yesterday's Results.

Osaka, May 22.—The final of the Pola Vault was won by Kakazawa (Japan) who did 11 feet 2 inches. Maja and Alo (both of the Philippines) tied for second place. Nishimura, Hara and Morioka (Japan), Tiao Pui-chu (China) and Carlos (Philippines) tied for fourth place. The injuries of the Filipino footballers are not serious. The second day's programme ended without a hitch.—Reuter.

TO-DAY.

Closing Exchange 2s. 4. 3/16d
Barometer 2 p.m. 29.75.
Temperature 2 p.m. 87.
Humidity 2 p.m. 62.
High Tide 2.13 p.m. Low Water 10.14 p.m.
Lighting Up-Time. 7.00 p.m.

News in To-day's New Advertisements.

Are you going to the Jutland Day Ball?—See Page 4.
Lane Crawford's establishment will be closed at noon to-morrow.—Page 4.
Consignees are notified of the arrival of the A.S. President McKintley.—Page 4.
Lammert Brothers will hold a public auction sale of valuable machinery on the 12th of July.—Page 4.
"Conflict" is the title of the current attraction at the Coronet Theatre.—Page 12.

LISTEN.

If you employ sound advertising methods, you will soon be saying to yourself: "Every day, in every way, business is growing better and better."

To-let! Furnished flat in Humphrey's Building, Kowloon.—Page 4.
Particulars of forthcoming auction sales including two lots of Crown Land, are given on Page 4.
At the World Theatre, "Beyond Price" is the current feature.—Pages 2 and 12.

Consignees are also notified of the arrival of the A.S. "Angora".—Page 4.
The Holloway Courtship Company are playing "The Best of Men" at the Theatre Royal, Victoria.

NOTICE

METALS

of all kinds, especially L. ship-building and engineering work. Complete stock. Best terms. Immediate delivery.

SINGON & CO.,

Established A. D. 1880

HING LUNG ST.

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SHERIFF BROTHERS

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MING YUEN STUDIO.

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ARTISTIC PHOTOGRAPHS

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Call, or Phone Central No. 4310

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MRS. S. UZUNOYE.

Expert Masseuse

57, Queen's Road Central,

2nd Floor

over Bombay Bazaar.

MARTIN'S

APOL AND STEEL

(For Ladies) PILLS

A French Remedy for all irregularities. Thousands of Ladies

always keep a box of Martin's

Pills in the house, so that on the

first sign of any irregularity of the

system a timely dose may be

administered. Those who use

them recommend them, hence

their enormous sale. All Chemists

and Stores sell them throughout

the world. Post free 5/-, MARTIN'S

Chemist, Southampton, Eng.

MARTIN'S

APOL AND STEEL

(For Ladies) PILLS

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NOTICE

W. S. BAILEY & CO. LTD.

ENGINEERS & SHIPBUILDERS

KOWLOON.

HARBOUR REPAIRS

Call Flag "L."

Tugs, Barges, Light Draft &

High Speed Vessels & Motor

Craft.

Sole Agents For

"KELVIN MOTORS."

PHONE.

Works.....Kowloon 21

ManagerKowloon 633

STEAM LAUNCH FOR SALE.

MEE CHEUNG

Photographs Photo Supplies

always in stock—roll films,

cameras, papers, and pictures of

local and S. China views.

Ice House Street

and

Beaconsfield Acade.

GREEN ISLAND CEMENT

COMPANY LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

General Managers.

Hongkong.

PEAK TRAMWAY CO., LTD.

TIME TABLE.

Week Days.

7.00 a.m.	7.10 a.m.	Every 15 Min.
7.30 a.m.	7.40 a.m.	10
8.00 a.m.	8.10 a.m.	15
8.30 a.m.	8.40 a.m.	15
9.00 a.m.	9.10 a.m.	15
9.30 a.m.	9.40 a.m.	15
10.00 a.m.	10.10 a.m.	15
10.30 a.m.	10.40 a.m.	15
11.00 a.m.	11.10 a.m.	15
11.30 a.m.	11.40 a.m.	15
12.00 noon	12.10 noon	15
12.30 noon	12.40 noon	15
1.00 p.m.	1.10 p.m.	15
1.30 p.m.	1.40 p.m.	15
2.00 p.m.	2.10 p.m.	15
2.30 p.m.	2.40 p.m.	15
3.00 p.m.	3.10 p.m.	15
3.30 p.m.	3.40 p.m.	15
4.00 p.m.	4.10 p.m.	15
4.30 p.m.	4.40 p.m.	15
5.00 p.m.	5.10 p.m.	15
5.30 p.m.	5.40 p.m.	15
6.00 p.m.	6.10 p.m.	15
6.30 p.m.	6.40 p.m.	15
7.00 p.m.	7.10 p.m.	15
7.30 p.m.	7.40 p.m.	15
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9.30 p.m.	9.40 p.m.	15
10.00 p.m.	10.10 p.m.	15
10.30 p.m.	10.40 p.m.	15
11.00 p.m.	11.10 p.m.	15
11.30 p.m.	11.40 p.m.	15

NIGHT CARS

8.30 p.m. to 9.00 p.m. Every 30 Min.

11.15 p.m. to 11.30 p.m. Every 30 Min.

Sundays

Extra Car 12.00 Midnight

SUNDAYS

7.00 a.m.	7.10 a.m.	Every 15 Min.
7.30 a.m.	7.40 a.m.	10
8.00 a.m.	8.10 a.m.	15
8.30 a.m.	8.40 a.m.	15
9.00 a.m.	9.10 a.m.	15
9.30 a.m.	9.40 a.m.	15
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9.30 p.m.	9.40 p.m.	15
10.00 p.m.	10.10 p.m.	15
10.30 p.m.	10.40 p.m.	15
11.00 p.m.	11.10 p.m.	15
11.30 p.m.	11.40 p.m.	15

SPECIAL CARS,

BY ARRANGEMENT AT THE

COMPANY'S OFFICE ALEXANDRA

BUILDINGS, DES VOUX ROAD.

1st May 1923.

OPIUM TRAFFIC.

Interesting Shipping Case.

The hearing was resumed at the Magistracy yesterday afternoon, of a case in which the firm of Messrs. Jardine, Matheson & Co. was summoned by the Superintendent of Imports and Exports for allowing their steamer, the Loong Sang, for the conveyance or exportation of 500 taels of prepared opium on April 27th.

Mr. D. J. Lloyd, Superintendent of Imports and Exports, prosecuted and Mr. E. Davidson defended. Giving evidence of the discovery of the opium, Revenue Officer Koo Tak said the search party was in charge of Revenue Officer Lannigan. He first searched the stokehold, but found nothing illegal there. He next went down to the engine room and from two chambers, covered over by tin plates, he unearthed fifty tins of opium.

Examined by Mr. Lloyd, witness said it was difficult to get at the place of concealment. Before he could reach it he had to get through an oily, dirty space. The work of secreting the opium, in his opinion, would take about half an hour. All the packages were filthy outside, but the opium was quite clean. The two holes could not be seen from the engine room floor.

When asked by the Magistrate if he desired to cross-examine the witness, Mr. Davidson said he would like Mr. Lloyd to make a statement as to what he intended to prove and what facts he would bring before the Court. Until the statement was made he was absolutely in the dark.

Mr. Lloyd said he would prove that the opium was found in a place on board the ship. They were extremely valuable goods, the value of which in Hongkong was \$7,250. From the position the opium was found in, it was clear that someone on board the ship must have been responsible for allowing it to be placed there, if they did not actually put it there themselves.

The Magistrate (Mr. J. R. Wood): And you are asking for a penalty under the Ordinance? An Important Case. Mr. Lloyd: Yes. Mr. Lloyd added that he was not asking for an overwhelming penalty, but just sufficient to show that all ships must take proper precautions, that smuggling could not be done with impunity and also that ships of a well-known company would be dealt with just the same as any other ships. This was an important case, especially in view of the Opium Conference, which was being held on the 24th, for which Bishop Brent of Manila was the American delegate.

Mr. Davidson asked what fine the prosecution was going to apply for.

Mr. Lloyd: I leave it to your Worship to decide the fine.

The Magistrate: \$5,000 is the limited penalty?

Mr. Davidson said that that amount was increased to ten times the value of the opium by the Ordinance of 1922. His point was, if Mr. Lloyd had no means of guiding the Bench in the matter of penalty, what means his Worship would have. It was a question of guilt. If there was any suggestion that the Indo-China Steam Navigation Company (owners of the Loong Sang) was guilty of or a party to the smuggling, then the extent of guilt would guide his Worship. If, on the other hand, as he would ask Mr. Lloyd to admit, the Company had no knowledge whatever of, and certainly was not a party to the smuggling—they were the victims if anything—then he would submit.

The Magistrate said he would hear Mr. Davidson's submissions after the cross-examination.

A Good Hiding Place. Mr. Davidson asked the Chinese Revenue Officer: The place was an extremely good hiding place, was it not?—Yes.

Mr. Davidson: It was in the hollow between the castings?—Yes.

It could be reached with some difficulty from the side you reached it; and also from underneath?—Yes.

From whom did you get permission to go on board?—Inspector Lannigan went to see the Chief Officer, or some one on the ship as soon as we got on board.

It was known that the opium was going to be put on board the Loong Sang before you went on board?—Yes.

There were people watching to prevent it from being put on board and seize it?

The Magistrate asked Mr. Davidson to indicate whether he meant Revenue Officers or not.

Mr. Davidson: I am instructed it was Revenue Officers, but the last witness (Inspector Lannigan) said it was an informer.

Mr. Davidson, to the witness: Were any people watching the steamer that night?—I don't know.

Mr. Lloyd said the opium in the case was Macao opium of No. 1 quality. He assessed the value according to the price, at which its equivalent was sold by the Hongkong Government, viz., \$14.50 per tael.

Defendants Not Concerned With Smuggling. Mr. Davidson: I suppose you are prepared to admit that there is no suggestion that Messrs. Jardine, Matheson are in any way concerned with the smuggling?

Mr. Lloyd: Certainly not.

Mr. Davidson: Supposing the defendants or anyone on board the ship had found the opium before the ship sailed and handed it over to your department, would this prosecution have been brought?—No.

As a matter of fact your Revenue Officers find opium through the medium of informers?—Sometimes. Various methods are used.

Mr. Davidson: Nearly always?—I cannot say. I have been in the department for only a few months. The Magistrate: Informers are used?

Mr. Lloyd: Yes. The word "informer" has of course an ambiguous meaning. In certain cases we get assistance from persons who are not to be classed with the common informer.

But you cannot tell me if it is a fact that nearly all those discoveries are made through informers?—A good number have been made through informers.

Mr. Davidson: The whole of the defendants' guilt is that not having the assistance of informers they did not find the opium? It necessarily follows?

Mr. Lloyd replied that it might have been due to improper search. He did not see how it followed that because the company had no informers they had no legal guilt in the matter.

Mr. Davidson: The difference in prosecuting and not prosecuting depends entirely upon the defendants' failure to find the opium?—In this case, as I have said before, if they had found the opium and brought it to us the matter would not have been carried further.

You are aware that a ship on the same run as the Loong Sang, Hongkong to Manila, will be extremely busy during the few days she is in port?—Yes.

Some Suggested Precautions. Do you suggest that any precautions can be taken which would



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prevent people from putting opium on board? If so, what precautions?—The chief precaution in all these cases, in my opinion, is the general attitude of the officers on board the ship to discourage smuggling. If the Chinese know that the officers would not encourage smuggling then smuggling would not take place. If, on the other hand, the Chinese got into their heads, through slackness on the part of the officers, that smuggling was a good gamble and if no steps were taken to stop it, smuggling would occur.

That is the result of your experience of three months?—No. I have had a few years service during the war.

You did not say so when I asked you?—But you were asking about informers. I was not connected with informers before.

Your suggestion is that because this opium was found on the Loong Sang the officers must have been slack in suppressing smuggling?—That is the conclusion to be drawn if you don't wish to draw any worse conclusions.

Do you really suggest that an atmosphere of carelessness on the part of the officers would induce the smuggling of opium?—Yes.

And an atmosphere of care would stop it?—It would not stop perhaps all cases, but it certainly would stop 99 per cent.

Are you aware that the ships of the Company are searched twice on every voyage?—No.

Searches Logged. They have printed instructions from the Company to search on two separate occasions during each voyage from here to Manila?—That bears out my point. The first time a new officer goes on board he may search very strictly, but after a second time the search becomes routine work and later becomes perfunctory. I am not talking about this particular company, but of other companies on the ships of which this has happened time after time.

We are talking about this company. The searches are made and logged in each voyage?

The Magistrate interposed that this could be given in evidence.

(Continued on Page 3.)

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OPIUM TRAFFIC.

(Continued from Page 2.)

Mr. Davidson: I want to put it to Mr. Lloyd.
Mr. Lloyd said he knew it was a usual thing to make searches of this description.

Mr. Davidson: You do not know enough to base the statement which you have just made about the officers of this ship? It is purely a matter of opinion.

Mr. Davidson: That is my opinion. Do you know that Messrs. Jardine Matheson at one time had four policemen paid for by them, on board their ships to stop smuggling and they were forced to give it up because it only made it worse—I don't know that.

The Captain's Evidence.

Captain Percy Jowett, master of the Loong Sang, deposed that on the 27th April his ship was lying at buoy C.32. She had been there for four days. During that period the ship had been discharging cargo, bunkering, taking in water and doing other work which a ship in port usually did. There was constant communication between the ship and shore.

Mr. Davidson: Is there any possibility while the ship is at the buoy of controlling the people going to and coming from the ship during the hours of "business"?

Captain Jowett: No.

Mr. Davidson: Would it be any good as a means of preventing smuggling to search the ship while she is at her buoy?—In my opinion it is useless, because anybody can come on board at any time day or night. We have no means of preventing them. The ship is surrounded by lighters, discharging and loading cargo and bunkering. There is a constant stream of people going ashore and coming aboard.

When do you search the ship?—In the morning, after leaving Hongkong.

You have heard what Mr. Lloyd said about the officers. Will you tell the Court the nature of the search?—We turn the crew out of their quarters and search their belongings and bunks. We also search the lifeboats, ventilators and storerooms. We pay particular attention to the fore and aft peaks and the treasure room. The Chief Engineer is responsible for searching the engine room and the coal bunkers.

Mr. Davidson at this stage produced a copy of the instructions from the firm in regard to these searches.

Captain Jowett said he, the Chief Engineer and the Chief Officer would sign the form and hand it in to the agents on arrival at Manila.

Mr. Davidson: Do you log these searches?

Captain Jowett: Yes, in both the official and deck logs.

Mr. Davidson: Are the Chinese crew aware that opium is not allowed to be smuggled on board your ship?—They know it perfectly well.

Opium Regulations in Manila. Do you think there is an atmosphere among them that it is allowed?—Certainly not. The regulations at Manila are so strict that any of the crew found smoking even Hongkong Government opium will be gaoled for two or three weeks. When I seize opium or pipes on board I throw them into the sea.

Mr. James Valentine Barron, Second Engineer of the Loong Sang, said he was on duty on the morning of the 27th. That did not mean that he would be in the engine room all the time. That morning the Revenue Officers came on board and asked for permission to search the engine room, which he gave them. Later he was called down to the engine room where he saw some of the opium being removed. It was extracted from the crank pit.

Mr. Davidson: What sort of search is made in the engine room?

Mr. Barron replied that the search covered the bilges, dry tanks, tunnels, aft walls and, in fact, all places which might be used for the concealment of opium.

In reply to the Magistrate, Mr. Barron said the two chambers referred to by the Revenue Officers could be searched, but with a good deal of difficulty. Consideration had to be taken of the fact that the search was made when the ship was at sea and the engines were working.

Mr. Davidson: Since this opium was found can you tell whether any of the crew are missing?

Mr. Barron: No, none of them are missing.

THE BANDIT OUTRAGE.

International Commission Suggested.

London, May 22.—The Times discussing the present intolerable situation in China, says that an international commission of foreign interests might evolve some remedies for the state of anarchy which menaces a land naturally wealthy, peaceful, and law-abiding with political and economic ruin; but time will be needed to devise and apply a cure. What is imperiously needed is something to restore former security to foreigners in the immediate future. There is but one way to do that, and the Tientsin and bandits must be reminded by signs—visible and palpable—that behind the foreign notes and protestations, there stands the stern reality of a military force. Five thousand foreign soldiers are the outward symbol of this force in China to-day. The time will certainly come to make it more imposing.—Reuter.

An Explanation Wanted. Peking, May 20.—It is understood that the Diplomatic Corps note to the Waichiao yesterday asked for an explanation of the fact that soldiers were firing on the bandits in view of the repeated official declarations that the troops had been withdrawn.—Reuter.

Negotiations Dragging On. Peking, May 20.—The negotiations are dragging on indefinitely, with serious loss of foreign prestige, thus encouraging similar outrages in the other provinces.

Many Chinese and foreigners are of the opinion that the brigands should have been pressed from the beginning, and that no negotiations should have been opened. They say that this would have resulted in the speedy release of the captives.

The danger of the bandits carrying out their threat to kill their prisoners is not great.—Daily Bulletin.

Mr. Lloyd: When did you finish coaling?

Mr. Barron: On Thursday the 26th at 4 p.m.

Would that be the time the last of the coal coolies left the ship?—Yes.

Was no search made after they left?—No.

What precautions are taken during the time the ship is in port to prevent anything from being stowed away in the engine room?—If I saw a stranger in the engine room I would ask him what he wanted.

In reply to the Magistrate, Mr. Barron said the coal coolies had no occasion to go into the engine room.

Engine Room Not Locked.

Mr. Lloyd: Is it a practice to lock the engine room at any time while the ship is in port?

The witness: It is very seldom locked. It is done only if nobody is in the engine room or there is no steam. If there is steam there will be a donkeyman on duty.

The Magistrate: How many Chinese have you on the engine room staff?—Three greasers, six firemen, three coal passers and two donkeymen. Attached to them are one or two cooks.

Further examined by the Magistrate witness said it looked to him as if someone on the engine room staff was working in collusion with the smugglers.

Re-examined by Mr. Davidson, witness said the ship was last in dock in January last for painting and minor repairs. The Loong Sang was generally overhauled in June last year, when the engines were taken apart by the men on board. There were plenty of workmen of the dock working in the engine room.

Mr. Robert Sutherland, Shipping Manager of Messrs. Jardine, Matheson and Company, in his evidence, confirmed the statement of Mr. Davidson in regard to employment at one time of four detectives to stop opium smuggling on the Company's ships. The arrangement was discontinued because the measure did not prove a deterrent.

After a brief interchange of views on the legal aspect of the case between the Bench and Mr. Davidson, the case was adjourned until this morning for the defence to call the whole engine room staff of the ship to give evidence to prove they were not implicated in the smuggling.

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KING'S BIRTHDAY.

Parade of the Troops.

A parade to celebrate the birthday of H.M. The King will be held on the Hongkong Cricket Ground on June 2nd, when the following Units will be represented:—

Royal Navy, 150; Royal Artillery, 50; Royal Engineers, 50; 2nd Bn. The King's Regt., 200; Hongkong Volunteer Defence Corps, 50; H.K.S. Royal Garrison Artillery, 100; 2/4th Bombay Grenadiers, 150. There will be a proportion of 2 Officers to every 50 men on parade. Dress—Review Order with medals. No Officers will be in position by 9 a.m. In addition to the above the H.K.S. R.G.A. will furnish a saluting battery, which will fire a Royal Salute from the Murray Parade Ground.

The parade will be as follows:—
(a) On arrival, troops will take up their position in open order; they will then fix bayonets and Officers and Colours will take post in review order.

(b) All general executive words of command will be given by the O.G. Troops, except where mentioned in special parade instructions below.

(c) On arrival of H. E. the Governor, the troops will "slope" and "present arms" (band playing the first six bars of the National Anthem); the Union Jack will be broken out; arms will then be "ordered" and Detachments "stand at ease."

(d) His Excellency will inspect the troops and return to the saluting base when the troops will unfurl bayonets.
On one "G" being sounded the Battery, H.K.S. R.G.A. will fire a Royal Salute. After the 7th, 14th and last rounds of the salute the troops will fire a few de-jolie. The band of the 2nd Bn. The King's Regt. will play the first six bars of the National Anthem after the 1st and 2nd feu de-jolie and the whole of the National Anthem after 3rd feu de-jolie.

(e) At the conclusion of the feu de-jolie the troops will fix bayonets, "slope arms" and give a Royal Salute, the band playing the National Anthem. They will then "slope" and "order arms."

(f) The troops will be ordered to remove their head dress and give three cheers for His Majesty.

(g) Detachment will then move to the right in four and march past H. E. the Governor, in succession, an interval of 20 paces being kept between units.

O's C. Detachments will march past 3 paces in front of their leading section of four and will salute as laid down in para. 63, Ceremonial; other officers will "carry" swords on the command "eyes right."

(h) Troops having marched past will pass out of the Cricket Ground and proceed to their private parades.

The band of the 2nd Bn. The King's Regt. will play past the Saluting Base all "style" who have no bands of their own. They will play "A Life on the Ocean Wave" for the Naval Detachment (Seamen and Marines). The pipers of the H.K.S. R.G.A. and the Hongkong Volunteer Defence Corps will play their own units past the Saluting Base.

A SHANGHAI TRAGEDY.

(Our Own Correspondent)

Shanghai, May 22.
V. G. Greber and his mother, Mrs. M. M. Greber, have been shot and killed by a love-crazed man, A. A. Shlipin, because Mrs. Greber refused to leave her husband for him. Shlipin then killed himself.

All three are Russians and were formerly friends. They came to Shanghai several months ago. The tragedy took place at the Greber home on the French Concession this morning.

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Tickets \$5.00 per head (including light refreshments) obtainable at Messrs. Moutrie & Co. Anderson Music Co. & the Hongkong Hotel.

Other Advertisements Continued on page 12.

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THE HONGKONG GENERAL ESTATE LIMITED.

NOTICE IS HEREBY GIVEN that an extraordinary General Meeting of the above Company will be held at the offices of Messrs. Jardine Matheson & Co. Limited, Pedder Street, Victoria in the Colony of Hongkong on Friday, the 25th day of May, 1923, (NOT Thursday the 24th day of May, 1923, as originally advertised) at noon when the subjoined resolutions which were passed at Extraordinary Resolutions at the Extraordinary General Meeting of the Company held on Thursday the 3rd day of May, 1923, will be submitted for confirmation as Special Resolutions:—

1. That it is expedient to effect an amalgamation of this Company with the Hongkong Land Investment and Agency Company Limited and with a view thereto this Company be wound up voluntarily and that Horace Percy Smith of Victoria in the Colony of Hongkong be and he is hereby appointed Liquidator for the purpose of such winding up.

2. That the Conditional Agreement submitted to the Meeting for the amalgamation of this Company with The Hongkong Land Investment and Agency Company Limited upon the terms (inter alia) of the acquisition by The Hongkong Land Investment and Agency Company Limited of the complete undertaking, business, goodwill and property of this Company in return for the issue to this Company of 40,000 shares of The Hongkong Land Investment and Agency Company Limited of the nominal value of \$25 each credited as fully paid up, being four shares of \$25 each of that Company for each share of \$100 each of this Company, and the same is hereby approved and that the Liquidator be and he is hereby authorised, pursuant to Section 185 of The Companies Ordinance 1911, to adopt the said Agreement and carry the same into effect with such (if any) modifications either before or after the execution thereof as the said Liquidator may think expedient.

N.B.—A copy of such said Conditional Agreement may be inspected at any time during business hours at the Registered Office of the Company, Victoria Building, Queen's Road Central, Victoria aforesaid, and at the office of Messrs. Deacon, Harston & Shenton, 1 Des Voeux Road Central, Victoria aforesaid, Solicitors for the Company.

3. That the aforesaid 40,000 shares of The Hongkong Land Investment and Agency Company Limited shall in pursuance of clause 8 of the aforesaid Conditional Agreement be allotted as and from the 2nd day of July 1923 to members who are on the Register of Shareholders of this Company on the date of the confirmation by this Company of the special resolution confirming the said agreement.

Dated this 4th day of May, 1923.
By Order of the Board,
(Sd.) L. S. GREENHILL,
Secretary to the General Managers.

N.B.—The necessary steps are being taken to divide each of the existing 50,000 shares of \$100 each constituting the present Capital of \$5,000,000 of The Hongkong Land Investment and Agency Company Limited into four fully paid up shares of \$25 each and thereafter to increase the said Capital from \$5,000,000 to \$10,000,000 by the creation of 200,000 new shares of \$25 each.

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THE Third Gymkhana Meeting will be held (weather permitting) at Happy Valley on Saturday June 2nd, commencing 3.30 p.m.

The Charge for admission to the Public Enclosure will be \$1.00. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members Enclosure.

Each member has the right of introducing 2 non-members to the members enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5.00 each up to Friday June 1st.

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Parcels will be received at the Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 22nd May, 1923.

HONGKONG WAR MEMORIAL.

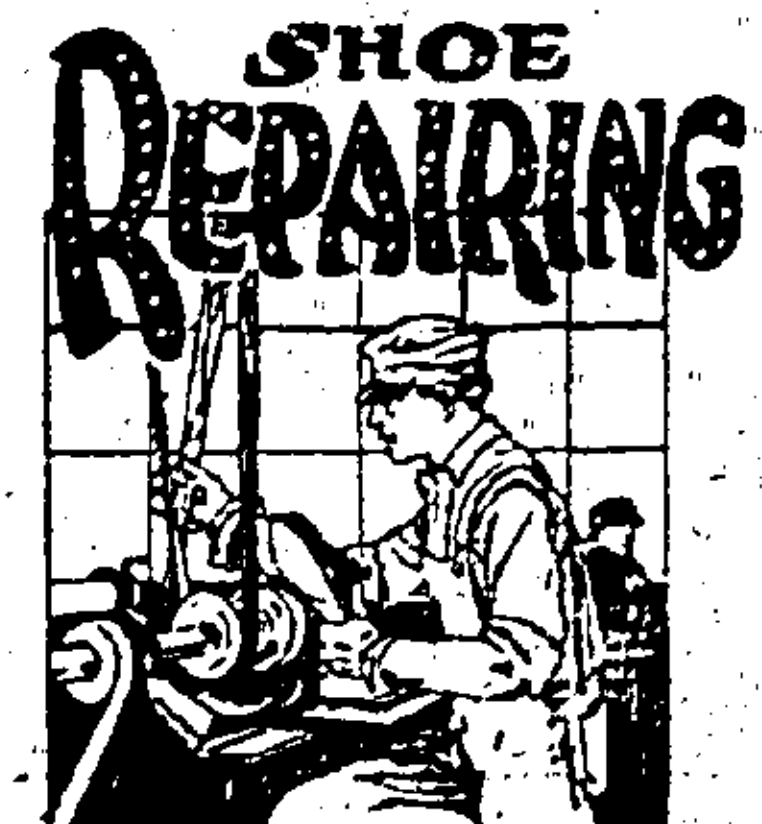
Unveiling the Cenotaph. 5.30 p.m. 24th May, 1923.

SUBSCRIBERS should apply for tickets as soon as possible to Mr. J. Thayer, c/o Messrs. Butterfield & Swire, or to Mr. W. Galloway, c/o Messrs. Jardine, Matheson & Co., Ltd.

Tickets will be distributed through Naval and Military Authorities, British Legion, Easna Club, Harbour Office (for Mercantile Marine Officers & Engineers) and Central Police Station.

Other Sections of the Community may obtain tickets in the Entrance to the City Hall on Saturday, Tuesday and Wednesday, 19th, 22nd, and 23rd May, between the hours of 10 a.m. and noon.

Each ticket admits one person. There will be no charge for admission to the stands.



ROYAL & CO.

Expert Shoemakers.

Tel. 3237.

1, D'AGUIAR STREET,

FORTHCOMING AUCTION SALES

HUGHES & ROUGH

GENERAL AUCTIONEERS AND BROKERS.

The Undersigned have received instructions to sell by Public Auction. (For Account of the Concerned),

on WEDNESDAY, the 23rd May, 1923, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,

Valuable Teakwood and Blackwood Furniture and Household Sundries, &c., &c.

Comprising:

Dining Suites, Chesterfield Sofas, Arm-chairs (new), Tea Tables, Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables and Chairs, Washstands, etc., Sideboards, Dinner Waggons, Dinner Services, Crockery and Glass Ware, Cooking Stoves, Cutlery, Carpets and Rugs, Staircase Carpets, Electro-plated Ware, Electric Reading Lamps, Blackwood and Teakwood Screens, Blackwood Teapots, Marble-top Flower Stands and Side Tables.

Also

Two American Ice Chests (1 large and 1 small), One Piano by Klimer, One Piano by Joseph Wallis and Son, and One Iron Bath. (Full Particulars from Catalogue). Hongkong, 16th May, 1923.

Terms:—Cash on delivery.

HUGHES & ROUGH, Auctioneers.

G. J. R.

NOTICE.

Particulars and Conditions of the letting by Public Auction

Sale, to be held on Monday the 28th day of May, 1923, at 3 p.m., at the offices of the Public Works Department, by Order of His Excellency the Governor, of two Lots of Crown Land near Kaitake Bay in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot.	Boundary Measurements.	Contents in Acres, Roods, and Perches.	Approximate Area in Acres.
Lot 1.	100 ft. by 100 ft.	1 A. 0 R. 0 P.	1.00
Lot 2.	100 ft. by 100 ft.	1 A. 0 R. 0 P.	1.00

As per sale plan.

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LAMMERT BROS.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction

on Friday, the 25th May, 1923, commencing at 5.15 p.m. A Valuable Collection of Postage Stamps.

(Full particulars from Catalogue) On View from Tuesday, the 22nd May 1923.

Terms:—Cash on delivery.

Lammert Bros., Auctioneers.

DO NOT MISS—

ROCHA'S POPULAR AUCTION SALES

Every Tuesday Thursday & Saturday At 2.30 p.m.

DA ROCHA'S MART

2 A, D'Aguiar St. Phone 2522

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Thurs., the 12th July 1923, commencing at 3 p.m.

at the premises of the Hongkong Electric Co., Wing Fung St., Wanchai.

Two (2) 550 B. H. P. Diesel Generators Complete with alternators & exciters.

Three (3) 300 B. H. P. Diesel Generators Complete with alternators & exciters.

Two (2) 550 K. W. Steam alternators complete with exciters and switchboards.

One (1) Babcock & Wilcox water tube boiler complete with fittings and chain grate stoker.

One (1) Marine type boiler complete with fittings.

Two (2) 50 K. W. Alternators (without engines).

One (1) Main Switchboard consisting of machine panels and feeder panels.

One (1) Duplex Feed Pump.

Three (3) Heenan & Froude type water coolers.

One (1) Lot of steel steam pipes and valves.

Two (2) Sulzer pumps.

Three (3) Albany Rotary pumps.

Three (3) Fans for cooling towers and Three (3) motors for same.

One (1) Water tank.

One (1) 120 Gallon oil tank.

One (1) Set of spare gear for Diesel Engine consisting of 251 items.

One (1) 10 ton Travelling crane and.

A Large Quantity of Structural Steel work on the premises. Now on View.

For Further Particulars and terms of Sale apply to the Undersigned.

LAMMERT BROS., Auctioneers.

NOTICE TO CONSIGNEES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

S.S. "ANGERS"

Consignees of Cargo from Marseilles &c. In connection with above Steamer are hereby informed that their goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned Goods remaining unclaimed after the 29th. May 1923 at Noon will be subject to rent and lading charges.

All claims must be sent in to me on or before the 2nd June or they will not be recognized.

All damaged packages will be examined on Tuesday the 28th inst. at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

E. RODENFUSER, Acting agent.

Hongkong, May, 23rd 1923.

ADMIRAL ORIENTAL LINE

The Steamship "PRESIDENT McKINLEY"

having arrived from Seattle, via ports on May 23rd, Consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of The Hongkong & Kowloon Wharf & Godown Co., at Kowloon and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on May, 29th, by the Company's Surveyors, Messrs. Anderson and Ash.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the godowns, and cargo undelivered on and after May 30th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to read in their Bills of Lading for countersignatures immediately.

United States Shipping Board, Emergency Fleet Corporation, ADMIRAL ORIENTAL LINE.

4, Des Voeux Road, Hongkong, May, 23rd 1923.

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PACIFIC MAIL

STEAMSHIP COMPANY
MANAGING AGENTSUNITED STATES SHIPPING BOARD.
TRANS-PACIFIC SERVICE
FAST NEW AMERICAN STEAMERS TO
SAN FRANCISCOvia
SHANGHAI, KOBE, YOKOHAMA, & HONOLULU."PRESIDENT TAFT" ... May 23rd.
"PRESIDENT CLEVELAND" ... June 6th.
"PRESIDENT PIERCE" ... June 20th.

SAILING & FARES SUBJ. TO CHANGE WITHOUT NOTICE.

LOW FARES TO EUROPE
LOCAL EQUIVALENT OF

£120 £110

FIRST CLASS THROUGHOUT
WITH STOP OVER PRIVILEGES AT PORTS OF CALL &
POINTS IN UNITED STATES.

VISIT

SAN FRANCISCO
LOS ANGELES
SALT LAKE
CHICAGO
NEW YORK

CONNECTING WITH ANY

DIRECT TRANS-CONTINENTAL
RAILWAY AND
ATLANTIC STEAMERS.

VISIT

YOSEMITE
GRAND CANYON
FEATHER RIVER
YELLOWSTONE PARK
NIAGARA FALLS.

HONGKONG -- MANILA

"PRESIDENT CLEVELAND" ... May 28th.
"PRESIDENT PIERCE" ... June 11th.
"PRESIDENT WILSON" ... June 25th.

HONGKONG -- CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

"LAKE FAULK" ... June 8th at 5 p.m.

For full information regarding rates, space etc.

APPLY TO:

PACIFIC MAIL STEAMSHIP COY.

1st. FLOOR QUEEN'S BUILDING HONGKONG.

Cable Address. Tel. Central 141. Canton Agents.
Solano 3322. Reiss & Co.NIKKO'S CLOSING
SALE.

15th. to 25th. May

OWING TO INSTRUCTIONS
FROM OUR HEAD OFFICE
IN JAPAN, TO CLOSE DOWN
OUR CURIO DEPARTMENT
ON ACCOUNT OF CHANGING
THE FIRM INTO A LIMITED
COMPANY FOR IMPORTS
AND EXPORTS, WE ARE
HOLDING A CLOSING DOWN
SALE. ALL OUR STOCKS
WILL BE SOLD AT EXTRA-
ORDINARILY CHEAP RATES
NOTWITHSTANDING THEIR
ORIGINAL COST.DO NOT FAIL TO GET
THE FIRST CHOICE AND
CONSEQUENTLY THE BEST
BARGAINS. A SIMILAR
OPPORTUNITY MAY NOT
OCCUR AGAIN.

NIKKO & CO.

71, Des Voeux Road,
Central.
CORNER POTTINGER ST.

ONLY THE BEST

Cigarettes Cigars & Tobaccos
are sold by us:
Have You Tried—
SETOS AMBER?THE GREGO-EGYPTIAN
TOBACCO CO.,

12 A Queen's Road.

THE BEST BRANDS
OF
WINES & SPIRITSDELIVERIES ANYWHERE,
UNDER EUROPEAN SUPERVISION

Telephone K. 626.

THE
EMPRESS STORE
KOWLOON.Mrs. SEKAI
MESSAGETHE PHARMACY 2nd FLOOR,
No. 2, Duddell Street, Hongkong.THE COWIE HARBOUR
COAL CO., LTD.
SILIMPOPON COALTHE undersigned are prepared
to quote prices for best
quality freshly mined Silimpopon
Coal, trimmed into Bunkers at
Sebatik or Sandakan (British
North Borneo), and to contract
for regular supplies of cargo
lots at favourable rates.Steamers calling at Sebatik
or Sandakan exclusively for
Bunkers are exempt from pay-
ment of ordinary Port Charges.
The minimum draft of water
alongside the Company's Wharf
at Sebatik is 26 feet at low water
Spring Tides. Charts of Cowie
Bay (Sebatik Harbour) and any
required information concerning
the Port may be had on
application toGIBB, LIVINGSTON &
CO. LTD.

Agents.

The Cowie Harbour Coal Co., Ltd.



THE LATEST

DANCE RECORDS.

Peggy Dear Fox Trot
Little Rover
Loose Feet
Aggravatin' Papa
The Clinging Vine
Snakes Hips
You Tell Her I Stutter
See Mamma
La Paloma
Crying For You
By The Shamler
In A Caravan
Sweet One
Who's Sorry Now
Apple Sauce
Argentine
Bambalins
Stop Your Kidding
Greenwich Witch
Jenny
Liza
My Buddy
When You & I Were Young, Maggie Blue Waltz
After Every Party
Red Moon
Wonderful One

— AT —

ANDERSON'S

2, Queen's Buildings

Tel. C.1322. Tel. D.1232.

Dr. M. E. ASGER,
(DENTAL SURGEON)

Announces office removal to Top Floor

of the

UNION BUILDING.

Telephone Central 1292

Hongkong, 1st. March 1923

MACAO GOVERNOR'S
VISIT.Portugal's Friendship
With Britain.Responding to the toast of his
health at tiffin at Government
House on Monday, H. E. the
Governor of Macao said:I thank your Excellency and
Lady Stubbs, for your personal
courtesies to me and Madame
Rodriguez, which daily increase
our appreciation of the friendship
of your Excellencies.In fulfilling this pleasant duty,
I have another one to add, and
that is, to thank your Excellency,
the Governor of Hongkong, for the
honour which you bestowed on the
Government of Macao by your per-
sonal visit.Availing myself with pleasure
of this opportunity, I affirm to
your Excellency, personally and
on behalf of the Portuguese Gov-
ernment, the sentiments of a per-
fect understanding on all matters,
and a solid and unchangeable
friendship between the Govern-
ments of the two neighbouring
colonies belonging to two allied
nations, which cannot be disturbed
by any baseless statements made
by our enemies. Here in the
Orient everything tends to
strengthen and develop these friend-
ly relations. I cannot do better
than quote the words of Lord
Curzon of Kedleston in April last,
especially in view of the trend of
British international policy: "The
sentiments of friendship that have
always attached the English nation
to its oldest ally are very well
known, which sentiments time has
but fortified. Both people, as other
nations, have presently to struggle
against the many hindrances of
these difficult times, and on
account of that, it is more than
ever necessary to cultivate our
friendship. England follows atten-
tively and with great sympathy the
untiring efforts of the Portuguese
statesmen to maintain their coun-
try in the place to which Portugal,
by its brilliant history, has a right
among the nations. That in the
Portugal of today is still alive the
heroic sentiment that inspired in
the past its great men, we have
an eloquent witness in the recent
deeds of its intrepid aviators."Your Excellency, no one, speak-
ing in the name of Portugal, could
say truer words, more in harmony
with the sentiments of loyalty and
dignity of the nation which I have
the honour to represent.I have the honour to drink to the
health of Your Excellency and
Lady Stubbs.MR. MASSINGHAM AND THE
"NEW STATESMAN."When the "Nation created" by
Mr. H. W. Massingham, in a few
weeks passes into other hands,
his London Diary, signed "Way-
farer," so long a feature of the
paper, will appear, for a time, at
any rate, in the "New Statesman."Whether Mr. Massingham will
eventually start another paper is
not yet settled.Visitors always welcome a
VICTROLA—No Home complete without one
MOUTRIES—Sole Agents.MASSAGE HALL
23, WYNDHAM STREETMRS. H. MORITA,
MR. H. SUGITA.FOR HAIPHONG AND
HOIHOW.Sails for Haiphong and Hoihow every
alternate Tuesday.The favourite passenger steamer:
HAI-MUNSails for Haiphong and Hoihow
(Capt. Charles E. Page).
Apply Theo. Cook and Sons or P. Hing
114, Wing Lok St.UNVEILING THE
CENOTAPH.

To-Morrow's Ceremony.

The arrangements for unveiling
the Cenotaph have now been com-
pleted, and the programme is as
follows:The Guard of Honour, consisting
of Royal Navy (50 all ranks); 2nd
Bn. The King's Regiment (50 all
ranks, with Band and Colours).Also detachments from the fol-
lowing:—Royal Navy, Royal
Marines, Royal Artillery and Royal
Engineers, 24th Bombay Grenadi-
ers, (K.E.O.), Hongkong Volun-
teer Defence Corps, Royal Marines,
Old Comrades Association, British
Legion, E.A.S.M.A., Mercantile
Marine, Hongkong Police, Dock-
yard Police.Will assemble in the Naval Yard
at 5 p.m.The detachments, headed by the
pipers of the Bombay Grenadiers,
will leave the Naval Yard at 5.15,
and move on to the ground by
the entrance in front of the Hong-
kong Club. They will take up
their stations along each side of
the ground.The Guard of Honour will leave
the Naval Yard 5 minutes later,
headed by the Band of the King's
Regiment.The Guard of Honour will follow
the same route as the other de-
tachments, and take up their
station across the ground at the
Supreme Court end, facing the
Cenotaph. The Band will be behind
the Guard of Honour, between
the stands which are being erected
for the public.A Representative each from the
Royal Navy, 2nd King's Regiment,
Bombay Grenadiers and Hongkong
Volunteer Defence Corps will be
stationed on the corners of the
steps constituting the base of the
Cenotaph.His Excellency, the Governor,
will arrive on the ground at 5.30
by the entrance in front of the
Hongkong Club. He will be re-
ceived with a Royal Salute, the
National Anthem being played.He will inspect the Guard of
Honour, and walk down the front
line of the detachments on parade.The Chairman of the War Memorial
Committee will then meet His
Excellency and escort him to a
platform between the Cenotaph
and the Guard of Honour. He
will ask him to unveil the Memorial.As His Excellency unveils the
Memorial, the Guard of Honour
will give a General Salute, and the
National Anthem will be played.The Right Rev. D. Pozzoni,
Bishop of Tavia, and Vicar
Apostolic of Hongkong, the Bishop
of Victoria and the Rev. J. Kirk
Macdonald, will be on the plat-
form and take part in the ceremony.At the conclusion of the cere-
mony, His Excellency will lay a
wreath at the foot of the Cenotaph.The Bagpipers of the King's Regi-
ment will move up into position
at the base of the Cenotaph,
facing the Guard of Honour, and
will sound the Last Post, old
Reveille and the Rouse.His Excellency will depart, re-
ceiving a Royal Salute from the
Guard of Honour, who will then
march off the ground.The other detachments will re-
main in position, those wishing to
lay wreaths should do so at this
time. They can be put down in
front of the stands during the
ceremony.When the troops are marching
on to the ground, the entrances
in front of the Supreme Court and
Hongkong Club will be closed to
the public. It is necessary there-
fore for people utilizing either ofWHIT MONDAY
INCIDENT."Eastern Prince" Firemen
Refuse to Sail.Five European firemen of the
steamship Eastern Prince were yester-
day sentenced to three months
imprisonment and ordered to pay
£3 each towards expenses by the
Marine Magistrate (Commander
Beckwith) at the Harbour office.The defendants were Michael Slitt,
John McCarthy, James McClachlan,
Edward Barton and John O'Gorman,
and they were charged under the
Merchant Shipping Ordinance,
with disobeying lawful com-
mands.The defendants pleaded guilty,
explaining that they refused to work
because they were a man short.Capt. Ernest Naylor, master of the
Eastern Prince, stated that the ship
was to have sailed at 6 p.m. on the
21st for Manila. The crew consisted
of 15 firemen and 12 seamen, all
Europeans, taken on at Cardiff in
January. There had been some
trouble with the men. About 9.30
a.m. on the 21st, the Chief Engineer
reported to him that the firemen
had refused to turn out on account
of the fact that they were short-
handed. He sent for the firemen
and asked for an explanation, and
was informed that the reason was
that they were short-handed. The
Captain told them that he was un-
able to get a suitable European, but
that he would sign on a couple of
Chinese firemen if that would
satisfy them. They said that would
do. The majority of the men went
away satisfied and turned to, with
the exception of O'Gorman and
McClachlan. Witness went ashore
and saw the deputy shipping master,
who went on board and interviewed
the men. By that time the five de-
fendants had refused to listen to
reason and he decided that the only
thing he could do was to prosecute
them.Robert Fisher, the Chief Engineer,
told the Magistrate that the only
reason given him for the defendants'
refusal to turn to, was that it was
Whit Monday and a holiday. He
spoke to the Captain and eventually
all the men went back with the
exception of the five defendants.The Marine Magistrate, in sen-
tencing the defendants, told them
that the case had been clearly
proved against them.

OLD PEOPLE

like Pinkettes because they neither
gripe nor purge and promptly re-
lieve Piles. To the business man
Pinkettes are a boon because they
keep his system clean and his
body well without causing any
discomfort whatever. And wo-
men find Pinkettes a blessing for
the reason that their use, when
necessary, helps keep the skin
free from pimples and blam-
ishes the breath pure and sweet,
and the functions regular. Of
dealers, or post free, 60 cents the
vial, from Dr. Williams' Medicine
Co., 60 Kiangse Road, Shanghai.these entrances to go to their
stands and be in their places
before 5.10 p.m.The stands were originally plan-
ned to accommodate 1,400 people.
These have already been filled, and
the Committee have decided to
erect another on the Praya side
of the site. Those desiring to
attend and who have not yet got
tickets are requested to apply at
the City Hall for seats to-day,
Wednesday, the 23rd May, between
10 a.m. and noon.

FRECKLES AND HIS FRIENDS

Homeward Bound

BY BLOSSER

RADIO

PIANO SOLO BROADCASTED IN
SHANGHAI ON SUNDAY WAS A
RE-CREATION FROM AN EDISON
PHONOGRAPH.

EDISON MUSIC STORE

No. 1, Duddell Street.



IDEAL BEVERAGES

WATSON'S DRY GINGER ALE

Its dryness and aroma are features which give this drink the popularity it deserves.

"PYERIS"

SPARKLING MINERAL TABLE WATER

Healthful and refreshing. Blends excellently with Whisky.

"FORMAZONE"

Possesses the characteristic stimulating and refreshing qualities of Champagne; it has a delicious flavour.

WATSON'S STONE GINGER BEER

Prepared by a process of partial fermentation which gives it the distinctive flavour which is so pleasing to the palate.

A.S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

Phone Central 436.

Phone Central 436.

THE SKILL OF AN ARTIST

Is necessary in the making of a suit of clothes.

HAWTHORNE & PEARSON'S

Tailoring, will give you that touch of distinction necessary to well-cut clothing.

SUMMER SUITS FOR THE HOT WEATHER
RAINCOATS FOR THE WET SEASON

St. George's Building.

Telephone 2313.

RADIO ... RADIO ... RADIO.

BE CERTAIN THAT THE SET YOU PURCHASE NOW.
WILL MEET WITH THE GOVERNMENTS APPROVAL LATER.

- BY Having the H. K. H. unit system receiving sets.
- BY Being able to connect together at a minutes notice to conform to rules and regulations.
- BY Adding other panels at any time to receive more distant or louder signals.
- BY Being able to change the position of the panels and circuit for experimental purposes.
- BY Saving Money IT'S CHEAPER.
- BY A Visit to our showrooms for demonstrations or further information.

HONGKONG HOTEL CO., LTD. (ELECTRICAL DEPARTMENT)

NEW SUNSHADES

FROM
LONDON & PARIS



LANE, CRAWFORDS

RANGE OF NEW DESIGNS INCLUDES
EXAMPLES FOR ALL TASTES, FROM
THE SEVERELY SIMPLE TO THE
DAZZLINGLY BIZARRE.

HAND PAINTED & SHOT SILKS

CRETONNES &c.

— WITH THE —

PLEASING FRINGED EFFECTS

LANE, CRAWFORD LTD.

Just Received

The New Remington Portable Typewriter

A marvel of compactness.
Fits in a case 4" high.
Has Standard Keyboard.
No shifting for figures.

MUSTARD & CO.

The Telegraph.

HONGKONG, 23rd May, 1923.

THE LINCHENG AFFAIR.

The latest news about the Lin-cheng "negotiations" is most unsatisfactory, and opens up vistas of a very disquieting nature. One message speaks of the negotiations "dragging on indefinitely, with serious loss of foreign prestige, thus encouraging similar outrages in the other provinces." That exactly summarises the present position, following days and days of futile bargaining with the brigands. The main result of the negotiations has been to draw the attention of the whole of China to the actual impotency of their own Government and the hesitancy of the foreign Powers to take action. Thus, at a period when the captives should be back in civilisation, and the bandits be fleeing before a punitive force, we observe, first, a fresh outrage at another point, brigands having tried to derail a train to the south of Tsianfu, and, secondly, the express from Peking to Shanghai being held back for fear of a repetition of the Lin-cheng affair at some other spot. These two instances of the impotence of organised authority are not likely to escape the attention of the thousands of desperadoes now at large in China, and will probably provide a temptation for them to emulate the others.

The whole mistake has been in treating the brigands with all the ceremony of legitimate warfare. Instead of a cut-throat gang they might be a company of opposing troops, judging by the way negotiations have been carried out. There have been deputations, captives passing backwards and forwards on parole, and a more or less recognised armistice between the two sides. From what has already occurred, it is obvious that the Chinese authorities fear to proceed too vigorously against the bandits owing to the latter's threats concerning the safety of the captives. The only solution appears to lie in a definite campaign, in which the Chinese soldiers will have the co-operation of troops contributed by each of the Powers concerned. Beforehand, a threat can be sent to the brigands as to their ultimate fate if a hair of the captives' heads be harmed, and demanding their unconditional

release; failing which the punitive force will immediately move. Within a few days the whole power of the bandits in the affected region would be broken. Were harm to befall any of the captives, the expeditionary force could exact retribution. This action would serve as a much-needed object lesson for the brigands in other parts of China, and put an end to what has already become an intolerable situation. For the future, some form of international gendarmerie might be evolved; but the main consideration is the immediate ending of the present deadlock.

Military Trials.

In the case which came before a District Court Martial yesterday, we were able to give the result, the prisoner being found guilty. This, so far as we are concerned, fully meets the point which we raised on Friday last. We then urged that, in fairness to a possibly innocent man, the public which learns of his trial should also be made acquainted with the decision. Last week we were informed that "instructions from Headquarters are that the results of Courts Martial are not to be disclosed." In commenting on that notification, we suggested that if the military authorities wished to keep the punishments private, they could let it be known whether the accused were found "guilty" or "not guilty." From what we now learn, it seems that it was always possible for the Press to learn the findings of the Court, though not the sentence, which members of the Court take an oath not to divulge. Misapprehensions appear to have arisen from the fact that no notification has in the past been given to the Press as to the time of the Court's reassembling for the purpose of giving its decision. Yesterday, however, such an intimation was given, and if that course is followed in the future, cause for complaint will have been removed. There is no occasion to go into hysterics on this matter. All that we want, in fairness to accused men, is that results of the trials shall be given as much publicity as the hearing of the charges. In future such information will apparently be available. There we are content to let the matter drop. The public is not interested in the sentences imposed; all it wants to know is the decisions of the Court in regard to a man's guilt or otherwise.

Water Hardships.

We are entirely sympathetic towards the occupant of one of the top flats in Nathan Road who wrote us yesterday with regard to his difficulty in getting water. The mischief, as he rightly says, is not caused through lack of pressure—the trouble is that ground floor residents are either unduly selfish or else they do not exercise sufficient control over the use of the water during the hours when it is available. This filling up of Shanghai baths and other receptacles ought to be stopped. It leads to much needless waste. There may be less water consumed, in the bulk, than during non-restriction periods, but by this method there is certainly a greater percentage of actual waste. Another point is the allowing of "outsiders" to come and help themselves to water—possibly for a small monetary consideration to the "boy." Occupants of flats could well prevent much of the inconvenience they suffer if they took a direct and personal interest in the matter—first in seeing that no wastage occurs and then in coming to some arrangement with the residents of the various floors whereby each could have say half an hour's uninterrupted supply at different periods. In these matters, self-help will often accomplish far better results than merely complaining and letting matters remain as they are.

BANK WAR MEMORIAL.

To Be Unveiled To-morrow.

The war memorial to members of the Hongkong and Shanghai Bank staff who fell in the war is to be unveiled to-morrow evening. The memorial is situated in the Bank Garden, near the waterfront, and the ceremony will take place about ten minutes after the unveiling of the Cenotaph.

DAY BY DAY.

THE TRUTH OF TRUTHS IS LOVE.—Bailey.

Mr. C. F. W. Ricou returned from Saigon by the a.s. Angara.

A telegram in the *Daily Bulletin* states that Major General Sir John Fowler arrived in Peking last evening.

The Kowloon British School Former Pupils' Association is giving a concert and dance at the School on Thursday at 8.45 p.m.

A master and a mistress of cargo junks were charged at the Marine Court to-day making fast to the Cheung Chow, whilst under way, without permission. One was fined \$25 and the other was ordered to pay \$15.

A woman named Leung Ching came before the Chief Justice, at the Criminal Sessions, yesterday afternoon, charged with receiving stolen goods. After hearing the evidence, accused was found "not guilty" by a majority of five to two and accordingly discharged.

We learn that Mr. S. Berg has received an official intimation to the effect that he has been appointed Consul for Norway in Hongkong. Mr. Berg has been acting in that capacity since the departure of Mr. A. S. Sorenson some two years ago. His many friends will congratulate him on his appointment.

The health return for the past week shows 23 cases of small pox (20 fatal), 13 of enteric fever (six fatal) six of plague (two fatal), two each of diphtheria and cerebrospinal fever and one of puerperal fever. Two of the enteric cases were Japanese and one of diphtheria British; all the rest were Chinese. There were also two Chinese deaths from influenza.

Mr. Lit Yu-kin, Secretary of the Chinese Y.M.C.A., was out with a student of the University, named Liu Man-kuy, at Kennedy Road yesterday morning when they were attacked by six men wearing the magazine and robbed of a wrist watch valued at \$6 and a sum of \$2.30. The student lost a sum of \$5 to the gang, who were reported to be all dressed in European clothes.

General Han Shao-tseng and Mr. Yeung Sai-ngam assumed the offices of Minister and Vice-Minister of Interior respectively of the Government at Canton on the afternoon of May 21 at the Kwangtung Public Treasury Building. More than 2,000 guests were at the ceremony and reception in connection with this occasion. General Hsu was recently Civil Governor and Mr. Yeung was Provincial Treasurer.

The public will be interested to hear that Wm. Powell, Ltd., have thoroughly reorganised their tailoring department, and have engaged a new cutter, Mr. E. J. Smith, who has had twenty years' high-class experience in London and the East. Mr. Smith spent many years with Messrs. Smith, Campbell and Co. of Colombo, and with Messrs. J. L. Campbell and Co. of Singapore. He will give his best attention to orders placed in his care and customers can rest assured on receiving garments on first-class fit and finish.

The hearing of the summons against Messrs. Jardine, Matheson and Company for allowing their vessel, the *Loongsang*, to be used for the transportation of opium was continued at the Police Court to-day, when Mr. Baron, on being recalled, said in reply to examination by defending solicitor (Mr. Davidson) that it was quite possible for persons to pass unobserved from the stokehold into the crankpit through an underground passage. The evidence of other witnesses was taken, and the case was proceeding as we left the Court.

FEEN'S COFFIN ON FARM WAGON. According to the instructions of the late Lord Biddulph, his body was taken to its last resting-place on a Scotch farm wagon, which had been recently painted a bright red and yellow and decorated with evergreen. It was drawn by a cart-horse, and his workers acted as bearers.

THE NEW PREMIER.

Mr. Stanley Baldwin's Career.

The new Prime Minister, the Right Hon. Mr. Stanley Baldwin, P.C., who has been called upon to succeed Mr. Bonar Law as head of the Conservative Government, is 55 years of age. His political progress has been rapid. He was returned unopposed for the Bowdley Division of Worcestershire in 1903 in succession to his father, who had represented the constituency for 16 years, and has sat for the same division ever since. Prior to that he contested unsuccessfully in 1906 the Kidderminster Division. Mr. Bonar Law made him his Private Secretary in 1916 and in the following year he joined the Ministry as Government Whip and Financial Secretary to the Treasury. In April, 1921, he was made President of the Board of Trade, and when Mr. Bonar Law became Premier in October last year he appointed Mr. Baldwin as Chancellor of the Exchequer. He was made a Privy Councillor in June, 1920. He was educated at Harrow and Trinity College, Cambridge, and in 1892 married Lucy, the eldest daughter of the late Mr. E. L. J. Ridsdale, of Rottmeham. There are two sons and four daughters. Prior to entering politics, Mr. Baldwin was a Director of the Great Western Railway, and has shown himself a business man of marked ability.



Mr. Stanley Baldwin.

In April, this year, Mr. Baldwin presented his first Budget to the House of Commons, and he won many congratulations for the manner in which he dealt with the huge financial issues involved. The *Times* said of him that "he has a good delivery, marshals his figures well, and has a clear vision. The Chancellor of the Exchequer has rapidly strengthened his position in the Government. His first important success was in negotiating the debt fund scheme with the United States, and in persuading the Cabinet to support him. Since Mr. Bonar Law's death he has been deputy leader of the House, and piloted the Assembly through a stormy week with imperturbable goodhumour."

Mr. Baldwin struck the imagination of the House and when speaking on the Address, and replying to Communist challenges, he preached the gospel of four simple words: "Faith, hope, love, and work." "No gospel of hate," he said, "will ever seize the hearts of the people of Great Britain." Mr. Baldwin is a staunch believer in Imperial development. He insists that it is the duty of the British people now more than at any previous time to devote their attention to the resources of their own Empire.

Another journal said of him: "Generally speaking Mr. Baldwin's first budget of the national finance is considered as being sound finance. It followed the generally forecasted lines as to remissions of taxation, and it has met with a favourable reception. There was nothing sensational in his proposals. He has always been regarded as a sound and practical man, and his attitude in face of the present financial situation justified the hopes of his friends."

The *Observer*, in a recent comment on Mr. Bonar Law's probable resignation, remarked: "The Diehards and others, casting about for an alternative Premier who might be required at any moment, have decided upon their man. They want Mr. Stanley Baldwin. Able, popular, full of courage, the Chancellor of the Exchequer is the only one of Mr. Bonar Law's colleagues who can be called a first-class parliamentarian. With a solid party behind him and its other leaders beside him, he would be very capable in himself of playing the part of a Unionist 'C.B.'"

GOOD NEWS FOR PEAKITES.

Tram Company's New Scheme.

MORE SEATS IN CARS.

Peak residents will be gratified to hear of a new scheme for speeding up the conveyance of passengers on the Peak Tram. The Peak Tramway Company has a scheme which, by a re-arrangement of seats, will enable them to carry seven more passengers on each trip. The scheme, which has been submitted to the Government, does not mean the putting of any extra strain on the engine or the rope. The additional carrying capacity has been rendered possible by the use of ball-bearing pulleys, so saving friction losses and lubrication.

This welcome information was made public this morning at the ordinary annual general meeting of the Peak Tramway Company, Limited, held at the Hongkong Hotel. Mr. Henry Humphreys presided and there were also present Messrs. J. Scott Harston, C. C. Boyd, A. O. Lang, A. S. Gubbay (directors), G. Rapp (Secretary), W. Morley, J. D. Humphreys and J. M. Wong (shareholders).

The Chairman said:—"Gentlemen, I propose with your permission to take the report and statement of accounts and auditors report as read. The profits for the year are \$17,010.37 less than the preceding year, notwithstanding an increase in traffic receipts of \$12,396.92. Wages account shows a large increase, wages of staff having been put up generally to meet the increased cost of living. In addition Mr. Buyers' passage to England has been charged to this account, which for a period of two months had to bear the salaries of both Mr. Buyers and the new Superintendent, Mr. Scott. Maintenance and repairs account is heavier than last year, due principally to repairs to boilers and the upper terminus building. In addition to the foregoing there are two non-recurrent charges on the profits viz. bonus to Superintendent on retirement and donation to War Memorial, as shown in the accounts."

The work of relaying the line with heavier rails has been stopped for the time being as there does not appear to be any likelihood of our being allowed to run larger cars containing more passengers. We have however recently submitted a scheme to the Government which by a re-arrangement of seats would enable us to carry in the existing cars seven more passengers on each trip—and this without any extra strain on the engine or rope. The seemingly impossible can apparently be rendered possible by the use of ball-bearing pulleys, which effect a saving of 90 per cent. of friction losses and a lubrication saving of 75 per cent. If our pulleys are converted to ball bearing it will be possible, so we are informed, to greatly increase the carrying capacity of the cars without in any way putting additional load on the engine or rope.

I trust you will approve of the proposed allocation of profits. Expenditure on special repairs during the year under review has been heavy and still more work remains to be done. Accordingly we are asking for your sanction to transfer a further \$10,000, to this account. We also propose to transfer a further \$10,000 to reserve fund which would then stand at \$100,000.

I now propose that the report and statement of accounts as presented be adopted and passed. Mr. J. M. Wong seconded the report and accounts were passed. On the proposition of the Chairman, seconded by Mr. J. D. Humphreys, Sir Paul Chater, Messrs. A. O. Lang, J. Scott Harston, C. C. Boyd and A. S. Gubbay were re-elected directors.

Messrs. Lowe, Bingham and Matthews and Mr. C. Bernard Brown were re-elected auditors at a remuneration of \$150 each, on the proposition of the Chairman, seconded by Mr. W. Morley.

CATHOLIC'S GIFT.

Jesuit College for Hongkong.

We are informed by His Lordship Mgr. Pozzoni that he has just received from a Catholic generous contribution of \$10,000 (value of shares in a well known Company) for the establishment of a College in Hongkong under the direction of the Jesuit Fathers.

NAVAL DOCKYARD AND HOUSING.

Failure to Provide for Employees.

An interesting situation has arisen in connection with the housing of employees of the Naval Dockyard, and the failure by the Naval authorities to provide accommodation, particularly for the married men and their families.

Just two years ago, when the Colonial Government had completed blocks of terraces for its own employees, it granted the Naval authorities a few houses at Happy Valley, on a two years lease, which, we gather, was on the express understanding that it was an emergency concession, to enable the Navy to build dwellings for its dockyard employees in the meantime. The two years' lease expires next July, and as the Government urgently requires the premises for its own people the present tenants, Naval Dockyard employees, have been given notice to quit by August 1st. They are now faced with the problem of new accommodation, as no provision has been made for them by the Naval authorities, despite the two years' respite provided. Had the matter been taken up by those concerned at the proper time, a great deal of hardship and inconvenience would now be avoided.

One of the questions with which the local Housing Commission is concerned deals with this very matter of provision by big employers of houses for their employees. The attitude towards the matter by the Naval authorities, who, we understand, have made no effort to build, despite the offer of a site by the Government a long time back, is hardly a good example for others. Possibly, now that events have reached their present stage, and with the matter of housing occupying the prominent place it does, the department concerned will at length wake up to its responsibilities. The surprising thing is that this need has been overlooked, or else neglected, in a place like Hongkong, which has for so long been an important naval base.

PIANO RECITAL.

Alexander Sklarevski's Farewell.

Although Alexandra Sklarevski will most probably not be heard in Hongkong again for some considerable time, the memory of his wonderful piano playing will long remain with local music-lovers. The programme which he contributed last night, on the occasion of his farewell, will help to keep that memory green. It was a distinct compliment to his popularity that despite the fact that the evening was decidedly warm, a large gathering of his admirers assembled at the City Hall and gave him a most enthusiastic reception.

The programme submitted contained many old favourites, and in these, as in the other numbers also, Sklarevski demonstrated his undoubted genius. From the point of view of technique, he shone as a master, but perhaps of even greater merit still was his fine interpretation of the various themes which he covered in the score or so of contributions which he gave. His opening numbers were a group of Schumann's symphonic studies, which were delightfully played, and then he followed with no fewer than eight bracketed Chopin numbers, including the beautiful Valse and Scherzo. For these he was loudly applauded and had to concede an encore. After a Mendelssohn item, played with marked understanding, he was heard in a series of extremely dainty pieces—Liszt's Capriccio, Balakirev's Skylark, Sgambatti's Minuet, the favourite Turkish March (Bethoven-Rubinstein) and Debussy's Moonlight. These were given with really astounding skill, the pianist's delicacy of touch being altogether amazing. The final item was the March Militaire (Schubert-Tausig), played in masterly style, and as an encore, Sklarevski gave us once again his characteristically brilliant rendering of Chopin's Resurrection Polonaise—a fine ending to a fine programme.

Let a VICTROLA and others sell away MOUTRIE'S—Sole Agents

FIGHTING ALONG RAILWAY.

Dr. Sun Visits Shiklung Front.

There are prospects of heavy fighting along the Canton-Kowloon railway in the near future. It is stated in a report from Waichow that the independent forces, numbering over 10,000, have begun to advance in three directions—one force proceeding to Shiklung, one to Tsang Sing, and the third to Fook Tin. Another force from Pingwu is stated to have captured Shum chun and Po On and to have advanced as far as Cheung Mul lau.

According to another report, Lau Tsun-wan's force, working for Dr. Sun, has recaptured Tsang Sing city in a fight which lasted for a day and a night, the independent force having retreated back to the Ho Yuen district. A Canton statement is to the effect that the 4th Yunnanese Division is rapidly advancing and a general offensive is expected to-day.

The Canton Daily News states that Dr. Sun, accompanied by military experts, crossed the river on Monday afternoon and proceeded by special train in the direction of Shiklung. It is stated that he paid a visit to the front.

Fresh trouble has apparently broken out on the northern front. Shum Hing-ying's forces, which left Chi Hing city some days ago, have returned with some Northern troops and in fear of a fresh battle breaking out the inhabitants of Shikwan city, in large numbers, have fled to various places, some going down to Canton. The military authorities in Canton have again sent Yunnanese troops to this front.

As to the West River district, it is reported that consequent on the recapture of Shikwan, military headquarters have decided to despatch a strong force to attempt the capture of Wuchow.

Regarding the commandeering of labour for the purpose of carrying military equipment, it is reported from Canton that many clever devices are resorted to in order to get men for the work. Disturbances are, it is stated, purposely created and when crowds congregate they are encircled with a long rope and the people bound by the hands. Those barefooted are immediately sent off for duty, whilst the better class people are kept for a few days in the hope of ransom being offered by their relatives.

GOLF.

Whitsun Results.

The following are the results of the Whitsun competitions arranged by the Golf Club:

Fairing.

Mixed Foursomes Competition: Won by Mrs. G. R. Sayer and Mr. W. J. E. Mackenzie, 6 down.

Men's Medal Competition: Won by Mr. R. A. Camidge, 79-4-73 net.

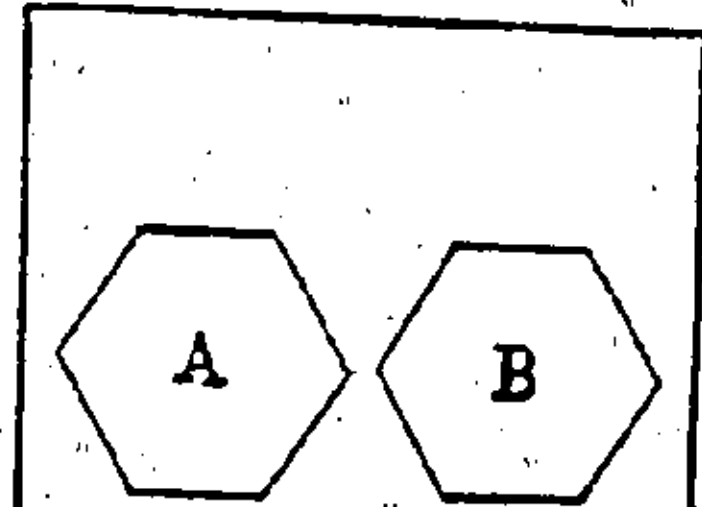
Bogey Pool: Won by Mr. Wm Galloway, 2 up.

Deep Water Bay.

Mixed Foursomes Competition: Won by Mrs. Bernard Brown and Mr. W. A. Butterfield, 82-13 2/3-68 1/3 net.

Men's Medal Competition: Won by Mr. G. P. Lammert, 88-4-83 1/2 net.

A PUZZLE A DAY.



With three straight cuts, with a pair of scissors, the two hexagons, A and B, can be arranged so that they will piece together to form a six-pointed star. How should the cuts be made?

Yesterday's answer: A man is 71 years old, and his son is 34. When the father was 35 1/2 years old, he was then three times as old as his son, who was 18 1/2. When the father reaches the age of 74, he will be then twice as old as the son, who will be 37.

ALLEGED BRIBERY.

Japanese and Revenue Officer.

A respectable-looking Japanese, well-dressed in European fashion, appeared in the dock at the Criminal Sessions, before the Chief Justice, this morning. His name was Shuichi Fukushima, and he was charged with attempting to bribe a Chinese Revenue Officer with a \$50 note.

Mr. H. K. Holmes conducted the case for the Crown and Mr. Campbell Prosser appeared for the defence. The jury were Messrs. R. J. W. Parsons (foreman), W. J. Carroll, J. P. Gutierrez, C. A. de C. Rodrigues, B. M. de Cunha, D. Mackintosh and G. T. Padgett.

The case for the prosecution was that about four o'clock on the afternoon of May 3rd, accused set out with his Chinese "boy" in rickshas from the direction of Ice House Street towards Wing Lok Street. Accused handed to the "boy" a parcel. This parcel, Mr. Holmes mentioned, was later found to contain 84,000 official doses of cocaine. The two rickshas went along Bonham Strand, the "boy" with the parcel in front and accused behind. Later they were stopped by two Revenue Officers. One stopped the "boy" and took the parcel. The ricksha in which the accused was made a movement as if to turn round. The other R.O. stopped the ricksha, told the accused to get out, seized him by the collar and took him and the "boy" and the parcel to the Revenue Office, near the Harbour Office. On the way accused handed to one of the Revenue Officers a piece of paper, which the Revenue Officer supposed to be a bank note. The four men went to the Revenue Office and the piece of paper, which was then handed to Mr. Taylor, was found to be a \$50 note.

When charged, accused denied the offence. His version was that when the Chinese Revenue Officer arrested him the R.O. put out his hand and asked accused if he had any money. The R.O. took the \$50 note from him and asked if he had any more, to which question accused replied by shaking his head.

The point was, said Mr. Holmes, whether the Revenue Officer took the note from the Japanese, or whether accused tried to bribe the R.O.

TO-DAY'S MISCELLANY.

There is something seriously wrong just now with both trade and politics in South Africa, and they are very intimately related. I have had nearly forty years' close observation of South African events writes an *Observer* correspondent, and I have witnessed some great depressions and greater recoveries. As a fount of something new and wonderful Africa is far from exhausted. But, without exaggeration, times are now very bad indeed, with ever-increasing unemployment and financial stringency. All sections of business are feeling the pinch severely, and much of the dislocation and loss is to be attributed to last year's unhappy revolutionary strike. The Budget has disclosed another serious deficit, and the necessary measures of economy will only add to the growing host of the Ministry's enemies.

The importance of control of the air, and of a fuller development in peace of commercial flying, is seriously engaging the attention of public men at present, and therefore a little brochure of facts about flying and the civil uses of aviation, published by the Air League of the British Empire, and intended for circulation among the secondary schools, comes at an opportune moment, says a Home paper. It is essential that a steady interest in and realization of the importance of flying should be maintained and developed in the nation, and this pamphlet is designed to prepare the ground for future years, though it could very well be read with interest by the present generation of voters. It is to some extent the result of consultations between the Air Ministry and the League, and as it has been compiled from materials supplied by the Directorate of Civil Aviation it has the stamp of authority. The matter is very readable, and includes a little theory popularly written, giving an insight into the organization of an air line, some particulars on the development of aircraft, and records of famous flights.

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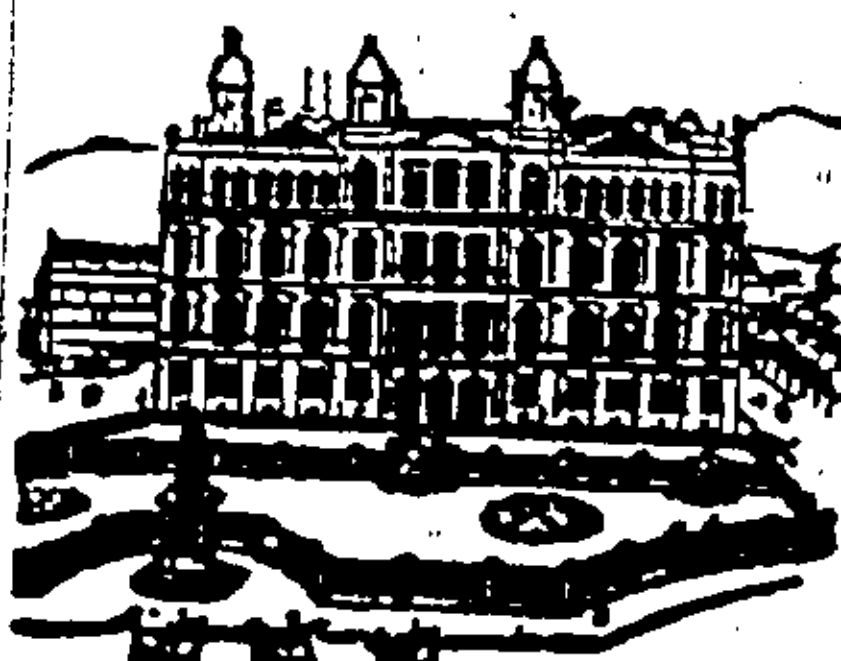
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WOMEN'S INTERESTS



The Spanish costume above is as much in style as the Egyptian dress below.

THIS WEEKS RECIPE.

Caramel Apples.

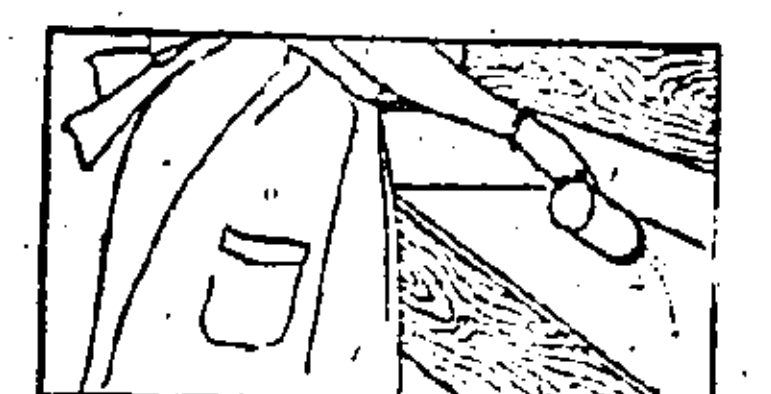
Pare and core four apples and cut them into eighths. Place in a baking dish and sprinkle with mixture from six tablespoons of brown sugar, two tablespoons of flour and one-fourth teaspoon of cinnamon. Place four tablespoons of butter on top and pour one-half cup of water around the apples. Bake slowly until the apples are soft, basting often with the syrup.

These apples are delicious when served with cream.

HOUSEHOLD SUGGESTIONS.

Cure for Moths.

Sprinkle red pepper generously



wherever you suspect moths.

Restraining Beads.

When your beads become unstrung, restring them on a violin



string or on dental floss. Either wears much longer than thread.

Bureau Drawers.

Paint the inside of your bureau



drawers with white enamel and they will be easy to keep clean.

USE EAU DE COLOGNE—

When a Patient is Feverish. It is very soothing and cooling for a restless sick child, or anyone with a high temperature if the temples are gently dabbed with eau de Cologne on a piece of absorbent wool.

At a Dance. When you are overheated and the palms of your hands feel hot and clammy, a few drops of eau de Cologne on hands and wrists will give a delicious freshness, while a touch behind each ear adds to the cooling and refreshing process.

In Your Bath. A tablespoonful of eau de Cologne in a warm bath imparts an aromatic odour to the water and gives it an exhilarating and restorative effect, just right after a round of golf or a fast set on the hard courts.

When You Wash Your Hands. A drop or two of eau de Cologne in the water lends a sweet fragrance to the skin which lingers like a subtle, indefinable perfume for a long time, and is especially efficacious when, as sometimes happens by an unlucky chance, a finger is slightly stained through careless cigarette smoking.

THE USE OF OSTRICH FRONDS.

Ostrich feather fringe and trimmings are a craze of the moment. One finds jumpers for day and evening wear trimmed with tufts or tassels of this delicate plumage.

A clever and becoming arrangement is a jumper that fastens down one side fringed from shoulder to hem with soft shaded Lancer plumage; while a blouse or dress showing a hanging cape collar of lace is greatly improved by a border of round flower-like motifs made of soft ostrich fronds dyed to match, or introducing a sharply contrasting colour.

Evening cloaks made of cloth of gold or cloth of silver are to be found collared with handsome Lancer plumage, slightly curled and dipped into gold or silver powder paint, which produces a pretty frosted appearance. Even the ubiquitous handbag made of velvet or moire, or satin, is now to be found fringed with ostrich plumage. Up-to-date furnishers are beginning to trim some of their smartest satin or velvet cushions with fringes of dyed ostrich fronds, both of the glycerined and the curled type.

EXTRAVAGANT HEAD-DRESSES.

Head-Dresses for evening wear are daily becoming more elaborate and extravagant. A tight-fitting cap of pearls to completely cover up the head and ears looks at a distance as though the owner had soaped her head over before coming out. Another shows the hair swathed in smoke-grey filmy lace, draped underneath the chin with long ends trailing down one side.

A triangular-shaped strap is embroidered all over with tubular-shaped crystal beads and the base of this laid right across the forehead, the two ends being caught under the chin with a clasp and pointed at the back, drawn tightly down, and also fastened with a clasp. Only the ears and a slight patch of hair each side remain visible.

An idea which has been adopted by many is a diadem of tight rolls of material—for preference silver lame, mounted on the edge of silk net or other transparent material.

The Egyptian type of head-dress is also greatly worn. This shows a semi-circular flap in front and two similar flaps falling over the ears.

OUR NEW UMBRELLAS.

There are evidences that the hitherto prevalent craze for elaborately modelled and brilliantly coloured umbrellas handles is already on the wane. The newest umbrella handles for rainy days are made of several contrasting inlaid and polished woods, ranging from the black of ebony to pale yellow and grey of beautiful grain, forming knobs and rings. The different woods are often further relieved with inlaid patterns of ivory.

The latest in umbrellas is very short, with a thick, stumpy handle not more than six inches long, and a little fat ferrule which has a ring through it by which the umbrella may be "carried" upside down.

PICTURESQUE LINGERIE.

Cyclamen pink is the latest colour where lingerie modes are concerned. Made of crepe de Chine or fine silk batiste, trimmed with inset motifs of filet, or hand embroideries worked on an untearable net background—the new pink underclothing, which introduces a tinge of purple, is extremely attractive.

Not only does one find camisoles, knickers and chemises of this type, but elaborate petticoat slips that often serve as foundations for dresses are made on suite.

One also finds some fascinating peach-colour and apricot tinted night gowns which are fashioned of a very fine charmeuse.

Other new notions in lingerie include sets of under-clothing and nightdresses made of heavy Chinese crepe trimmed with silk fringe, some of the prettiest nightdresses of this type introducing little cape-back effects that are very becoming.

A wonderful "nightie" of mauve georgette had sleeves made of ribbons arranged in loops from the shoulders. A difficult garment to get into in a hurry, and one to be recommended to the lady of leisure.

The sleeveless "nightie" is very much in evidence and even though it finishes on the shoulders, very like our sleeveless evening frocks, the armhole is very deep, almost to the waist.

THE CRAZE FOR CRYSTALS.

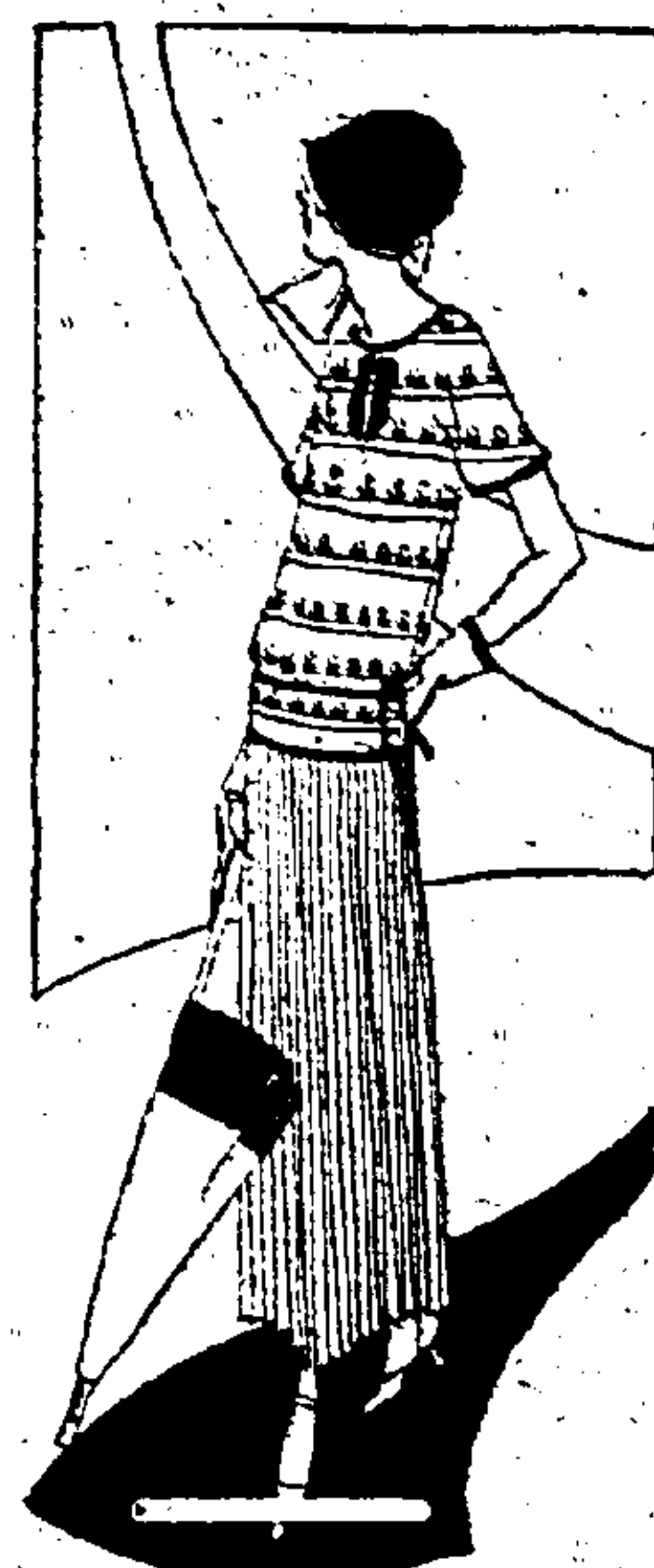
The clear transparency of faceted crystal has cast its fascination upon us, and if we would be smart this season and follow the mode, nothing will do but that we must display earrings, pendants, and necklaces of colourless crystal.

With black this is the most effective of all non-precious stones, and there is a great vogue for white with crystal ornaments. Many of the heavy necklaces now worn are composed of cut crystal beads, divided by smaller ones of jet or black onyx, strung on black silk cord. A necklace entirely of crystal is usually made with a knot of the black or coloured silk between each bead, and finished with a silken tassel. The colour of the silk on which they are threaded is of importance, in view of the transparency of the beads.

Earrings composed of one or two large faceted crystal beads or long pear-shaped drops, are worn with a necklace.

Pendants are quiet large, oval or heart-shaped, and fall like a

EVERYTHING'S PRINTED.



The costume sketched is a sports costume—printed blouse and plain white skirt—expected to be popular this summer.

EMBROIDERY.

Very smart women are carrying wallet-shaped bags of exquisite Aubusson embroidery. Aubusson needlework dates from the 8th century, when it was introduced by the Saracens, who became famous for it. It is embroidery in silk and wool on a linen foundation. These beautiful little pouches are embroidered with floral designs of the Watteau style and period, and every one is a delicate work of the embroiderer's art. At present their price is beyond the hopes of the woman with little pin money, but very excellent imitations may be achieved by the woman fond of "fancy" work.

huge-dawdrop from a black cord or narrow ribbon. Exquisite combs and plaques, cut out in rock-crystal, are to be seen in the possession of smart woman with the artistic taste while some beautiful hair combs are ornamented with crystal.

FULL SLEEVES OR NONE AT ALL.



If sleeves do not cover the hand to the finger joints they do not exist at all.

Dresses and blouses both make use of the sleeveless line for summer—evening gowns, afternoon gowns, sports wear, simple summer dresses—all feature sleeveless styles in one manner or the other. Several models are sketched; the sleeveless blouse, an evening gown an afternoon dress.

TRIAL OF RUSSIAN PATRIARCH.

Soviet Defiance of World Protests.



Despite the strong protests made by various Powers, the Soviet authorities brought to trial a number of Russian ecclesiastics accused of plotting against "Red" authority, and death sentences and terms of imprisonment were passed not long ago, which drew much adverse criticism from the civilised world. Britain's communications on the subject were met by insulting rejoinders from the Bolsheviks, and form one of the causes of the present trouble between our Government and Russia.

The most prominent figure among the victims in the Soviet's persecution of the Church is Dr. Tikhon until his arrest, early in the year the Patriarch of all Russia and Metropolitan of Moscow. Were he to share the fate of his fellow ecclesiastics who were put to death, a future Russia, if brought back to Christian sanity, would no doubt hold him a martyr.

Apparently the condemnation of the whole civilised world has had some effect on the "Red" rulers, for though Monsignor Budkewicz, Vicar General of Petrograd, has been executed, and Archbishop Zepiak, Metropolitan of Petrograd, was first condemned to death and the sentence was later commuted to 10 years imprisonment, the Patriarch Tikhon's trial has been postponed. April 11th. was first fixed for the case, then a later

date, and a Helsinki message of April 24th. announced another respite. However, with a refinement of cruelty worthy of its authors, the Patriarch has been kept in a state of mind, by continuous threats as to his awful fate, amounting to slow torture.

The massed pressure of the entire civilised world against what witnesses of the trials call a travesty of justice has not, however, swayed the Soviets in their anti-religious war.

WHAT THE SOVIET SAYS.

This is what *Pravda*, the official Soviet paper, says:

"We must carry on our agitation against religion just as systematically as we do in political questions, but with even more determination."

"Although we have declared war on the denizens of heaven, it is by no means easy to sweep them from the household of the workmen. The women especially are intractable."

"With an iron sweeper, the workmen must clear their homes of the last vestige of all that is 'holy.'"

"In conformity with this policy, the all-powerful Cheka—the Soviet secret service—is acting against all religious sects. Buildings of the Orthodox Russian

Church have been secularized. The Jewish synagogue of Minsk has been turned into a Soviet lecture hall. Many Roman Catholic churches have been seized.

The charges against the prelates already tried and executed or sentenced to prison were the same as those against Dr. Tikhon—"persistent and organized opposition to the decrees of the Soviet for the separation of church and state, and opposition to the sequestration of church treasures." This means that they persisted in holding services and prevented the government from seizing gold and silver vessels belonging to the churches.

Dr. Tikhon met refusal when he offered to sell all church treasures for the starving people, stipulating that the clergy should have the authority to select the articles not used in the rites of the church, and that they alone should distribute to the needy.

Public Prosecutor Krylenko, in his speech to the Supreme Revolutionary Tribunal, at the trial of the Catholic prelates, asserted that "they have lost the game and must pay up."

Bebrikhoff Pushkin, on behalf of the prisoners reported:

"If you want to employ these tactics, would it not be more simple and honest to organize a whole all slaughter under government's auspices?"

THE ORGANISER OF IT ALL.



The Soviet found a willing worker to whom to relegate the task of bounding religious advocates out of their parishes, and wherever possible stamping out the flame of belief among people. No better hunter of offensive prelates could have been secured. Nicolai V. Krylenko assumed the mantle of his appointment with an ease born of an apparent absence of what we term ordinary conscience. He is the public prosecutor who demanded the death of Monsignor Budkewicz—and got it; who waged the bitter fight against Archbishop—Zepiak—and won; who is now preparing the state's case against the Most Rev. Dr. Tikhon. He is bent on wiping out all religion from Russia.

Small in stature—only five feet tall—he is a finished artist when he takes the floor in the courtroom. When unable to convince the court with reason, he sways it with words of fire—a typical product of the madness that the outside world terms Bolshevism.

RADIO IN-UNIVERSAL DEMAND.

Helping in the Spread of Knowledge.



SPREADING INFORMATION BY RADIO ABOUT THE U. S. COAST GUARD SERVICE. CAPTAIN F. C. BILLARD IS SHOWN BROADCASTING FROM THE NAVAL AIR STATION WASHINGTON.

The world's demand for information is being satisfied by radio. That this demand is greater than it has ever been in the history of mankind is attested to by librarians, who point to the large number of scientific works being read to-day. It is part of the great progress made in scientific development in the last quarter century.

And radio has not been the least progressive in this advancement. In fact, with the development of radio, all other sciences are being aided. For radio is being used as a means by which knowledge of the other sciences is being spread.

Those who tune in on any broadcasting station will just as likely hear a lecture on the fundamental principles of the Einstein theory as on the latest developments in the cure of cancer. Universities throughout the United States have enrolled their faculties toward the dissemination of information under their auspices. Regular courses in certain subjects are being broadcast, and more are being planned.

Concerts are giving radio listeners a wider knowledge and greater appreciation of music. Plays, classic and modern, also help advance the education of the public, by radio. Health lectures are regular events for enthusiasts. So are lectures on child care, and on various other topics chosen now and then by broadcast managers.

The U. S. government also has taken advantage of this new form of publicity and is sending out all sorts of information about its various departments. The Department of Labour is the pioneer in this work. The Navy Department has a day a month at some of the broadcasting stations in the country, and other departments are following similar methods to tell the people of America about their government.

Recent installation of a powerful radio transmitting apparatus in the halls of Congress promises radio listeners all they'll want to hear of their representatives in Washington.

Broadcasting stations in the United States increased almost sixteen fold in one year. There are 570 stations to-day. A year ago there were 36.

Not only are all the big U. S. liners to carry radio, but their lifeboats will be equipped with a set, for use in case of emergency. In that case, the sea will be safer than ever.

Trans-Atlantic voyages will soon enjoy radio programs broadcasted from the big coastwise stations on any ship they might take. Several Cunard liners now have receiving sets and the French Line, it is rumoured, may also equip its liners with radio receivers and amplifiers.

The Manila Broadcasting Association is planning to give free concerts to the people of Manila. Broadcasting of the band concerts at the Luneta will be the principal feature. In a communication sent to the municipal board, the Association asks permission to install one or two microphones at the bandstand and to stretch a telephone line from the bandstand to the streets, using the electric poles. The

Purpose of the Association in initiating these free concerts is to further the use of radio among amateurs.

Official information was recently received to the effect that British Columbia is to have a direction-finding station. It is to be situated at Pachena Point, on the west coast of Vancouver Island.

With a view to exploring the possibilities of developing wireless telephony over long distances the Postmaster-General has appointed a committee "to consider in the light of recent progress in wireless science the possibility from a technical standpoint of Transatlantic wireless telephony of sufficient reliability for commercial use, and to advise what practical steps, if any, can at present be taken to develop this means of communication."

It is understood that the telephone authorities in the United States are willing and anxious to co-operate in any studies aiming at making telephonic communication across the Atlantic a practical means of commercial intercourse.

Churches have gained in attendance and popularity through the broadcasting of their services. This is the announcement made by the Rev. Robert W. Anthony, pastor of the First Presbyterian Church at Schenectady, New York, who has been helping the studio manager of WGY, General Electric broadcasting station, to send out religious services every Sunday. Although the gain in attendance may not be shown in the churches, Mr. Anthony says, it is there through the many people forced to stay at home who have been brought into communication with their local pastors. Old and sickly persons, who could not leave their homes on Sunday, now enjoy the service at home, whilst mothers who could not leave their children alone at home listen in on the services weekly. Proof of this fact is shown by the numerous letters the pastors and broadcasting stations have been receiving from these folk, appreciating the transmission of the Sunday service. Some of the envelopes even include small donations. Churches throughout the country, reports Mr. Anthony, have taken to this form of religious services as a result of the popularity of the first experiments.

Beginning on May 1, a reorganised programme on more ambitious lines than hitherto was given by the British Broadcasting Company. This development is made possible by the acquisition of a new and bigger studio in place of the present room which is only 18 ft. square. An effort was made to arrange for the broadcasting of the Duke of York's wedding service, but the Dean and Chapter of Westminster Abbey opposed it. Mr. J. C. W. Reith, the general manager, made these announcements at a conference when he stated that contracts have been made already involving the employment of much larger orchestras, and others are in prospect. The Grenadier Guards Band performed for the opening concert on May 1.

TROUBLE EXPERT

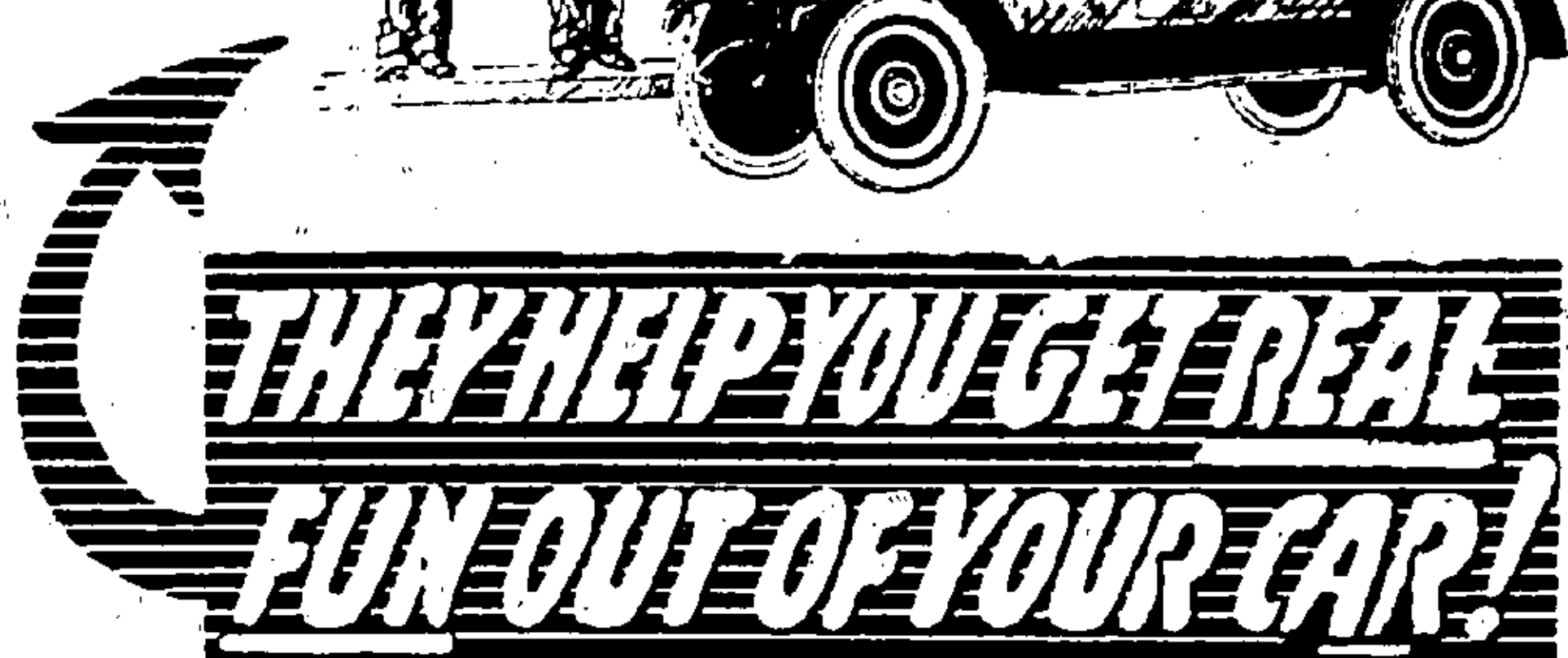
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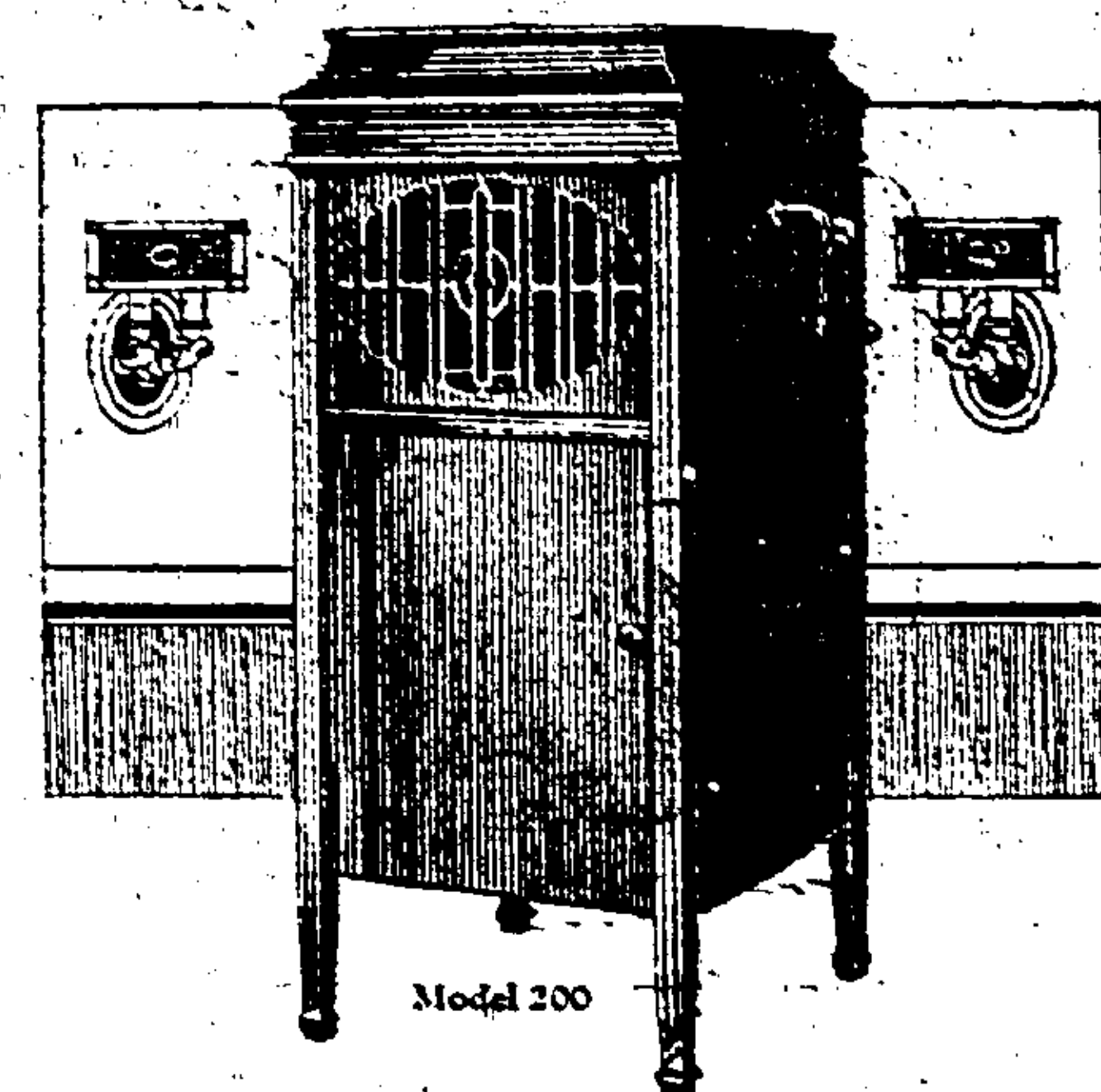
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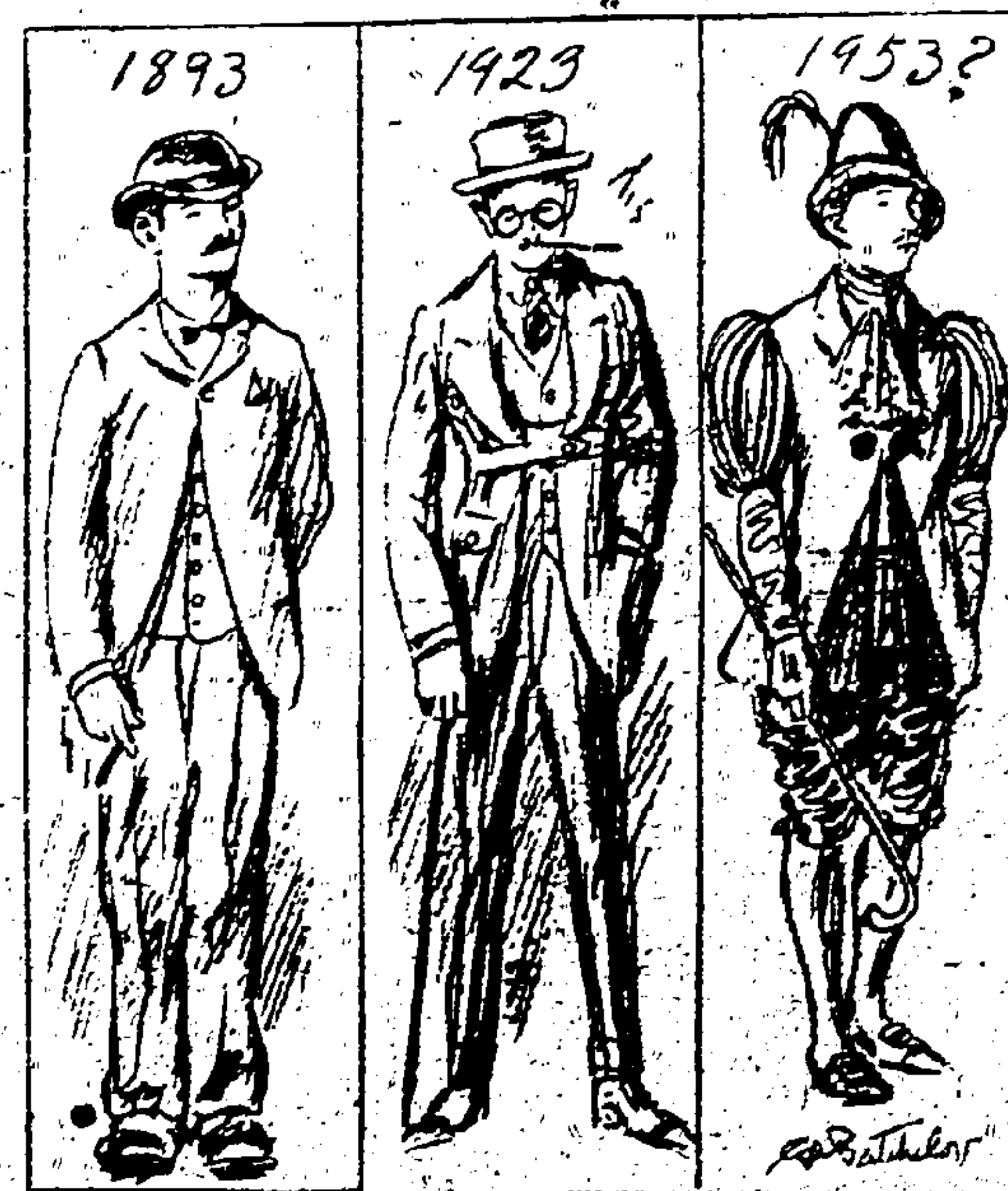
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AND HIS FRIENDS

(Overleaf)

THE HUMAN ZOO

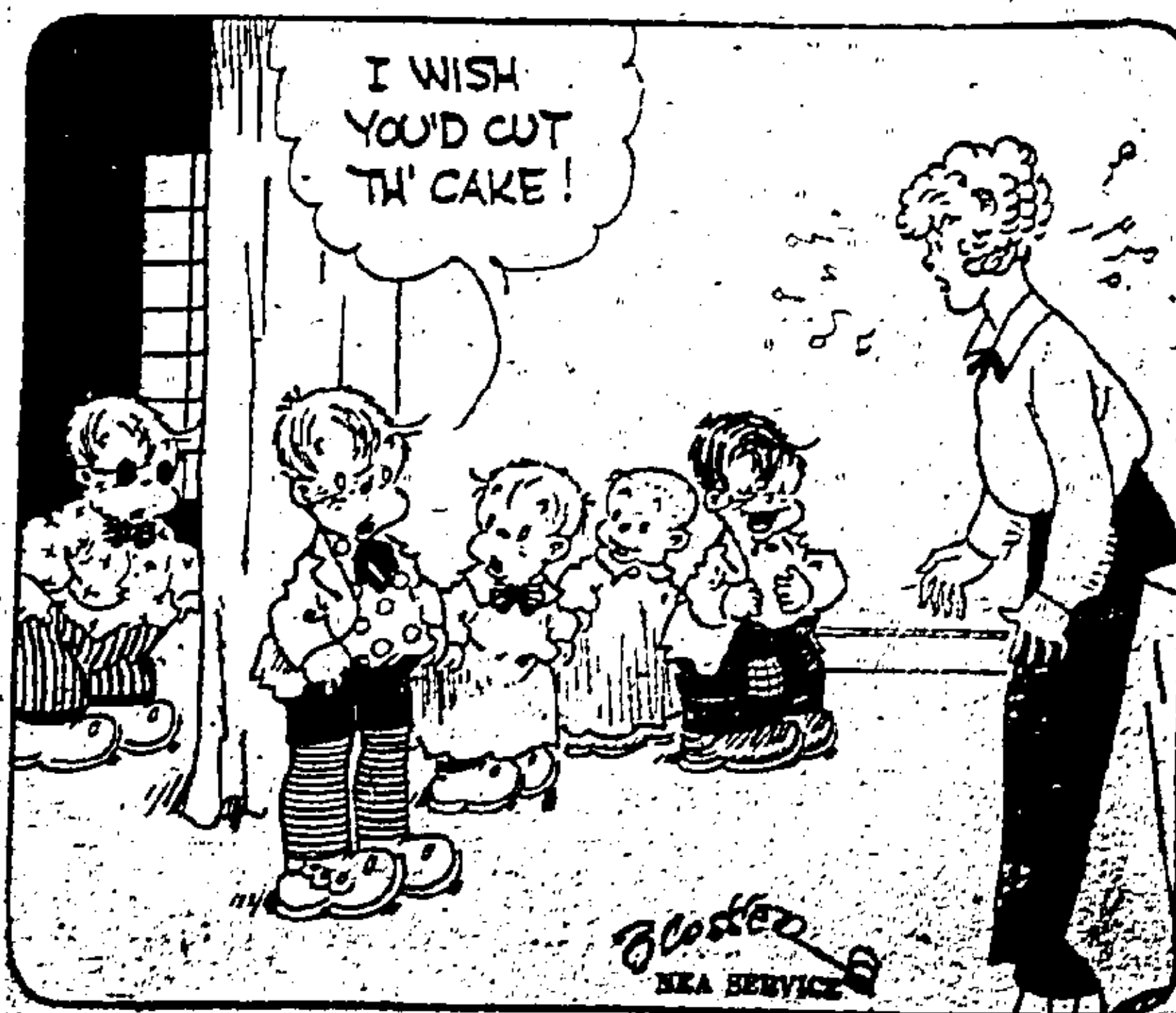
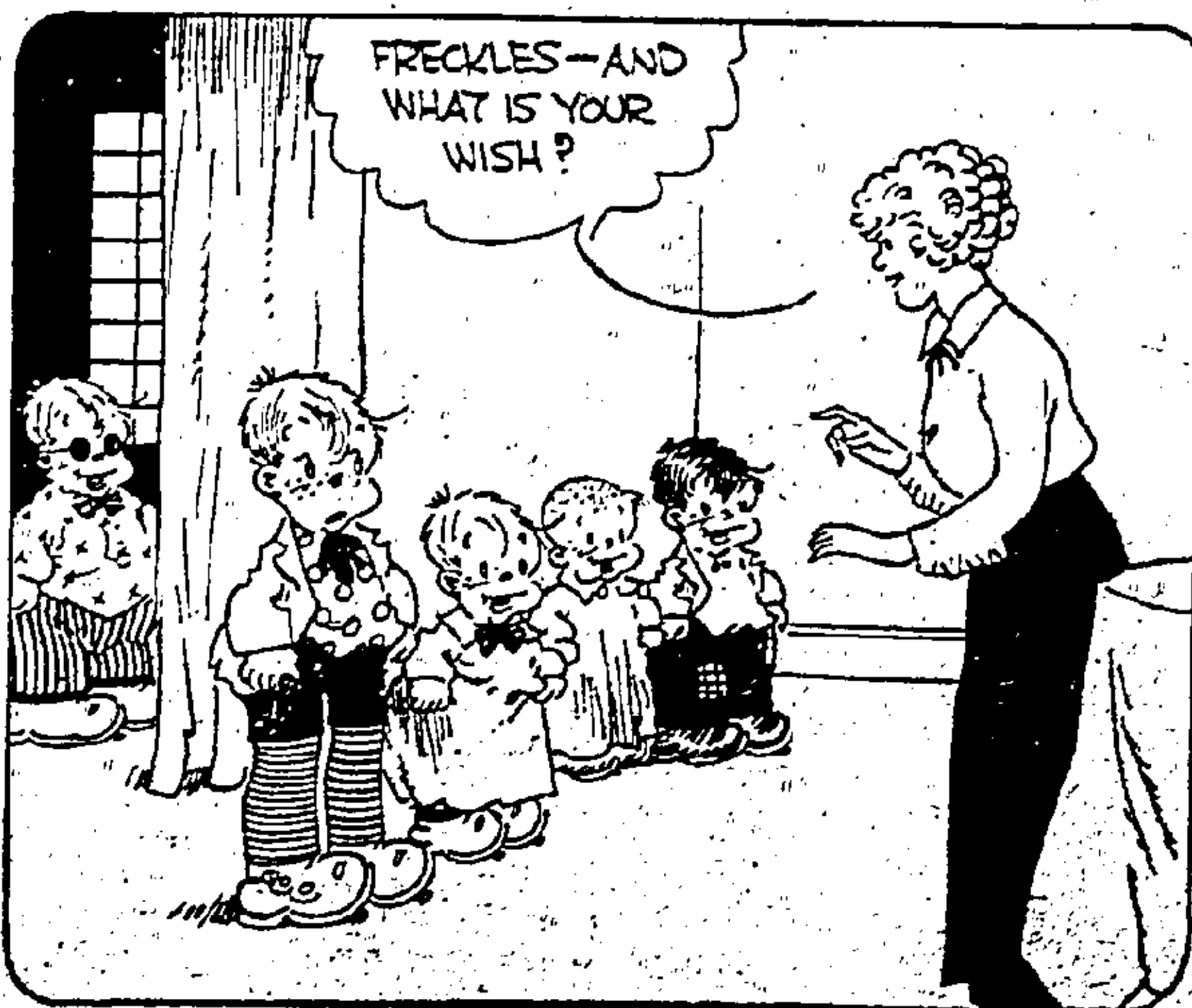
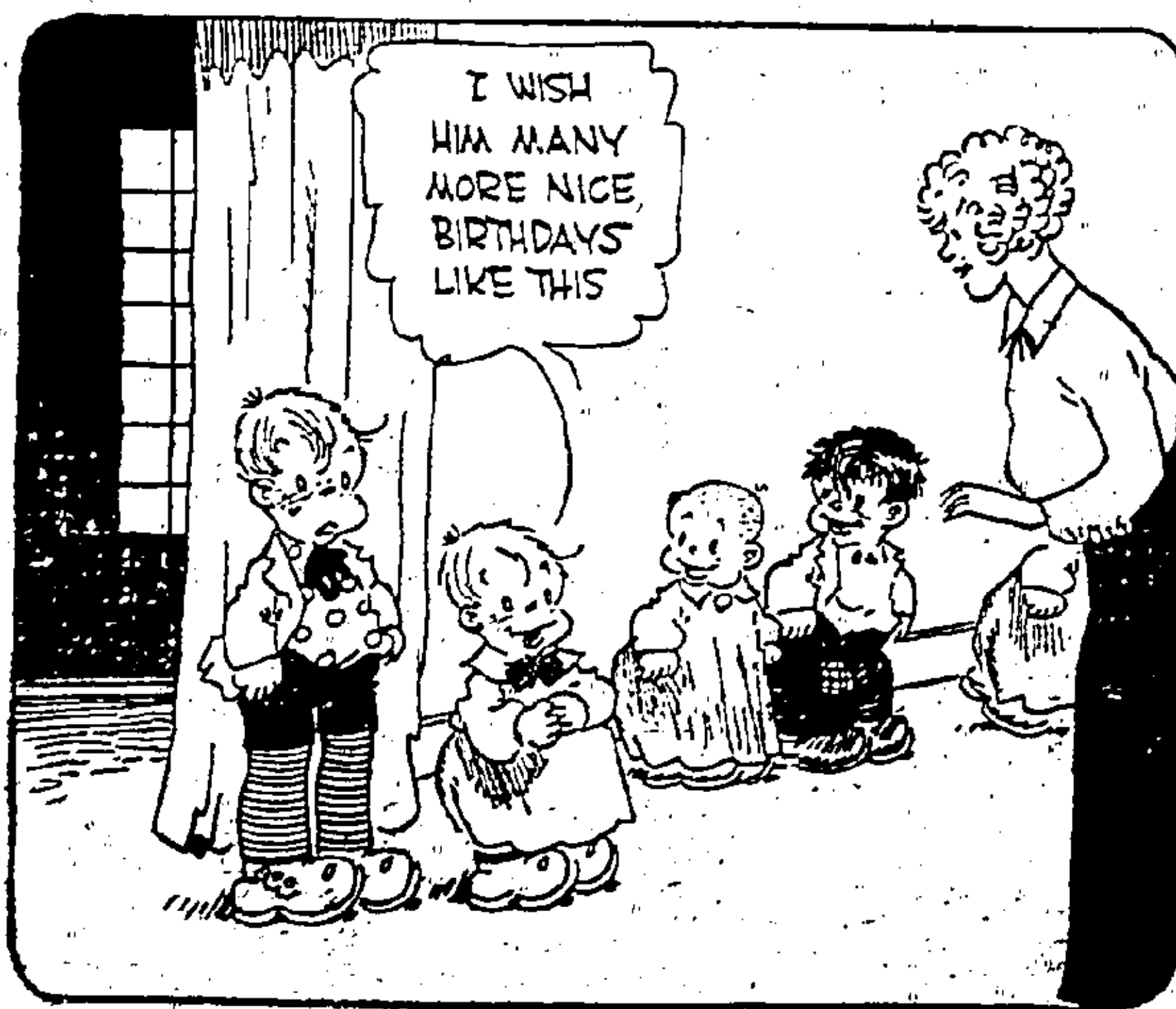
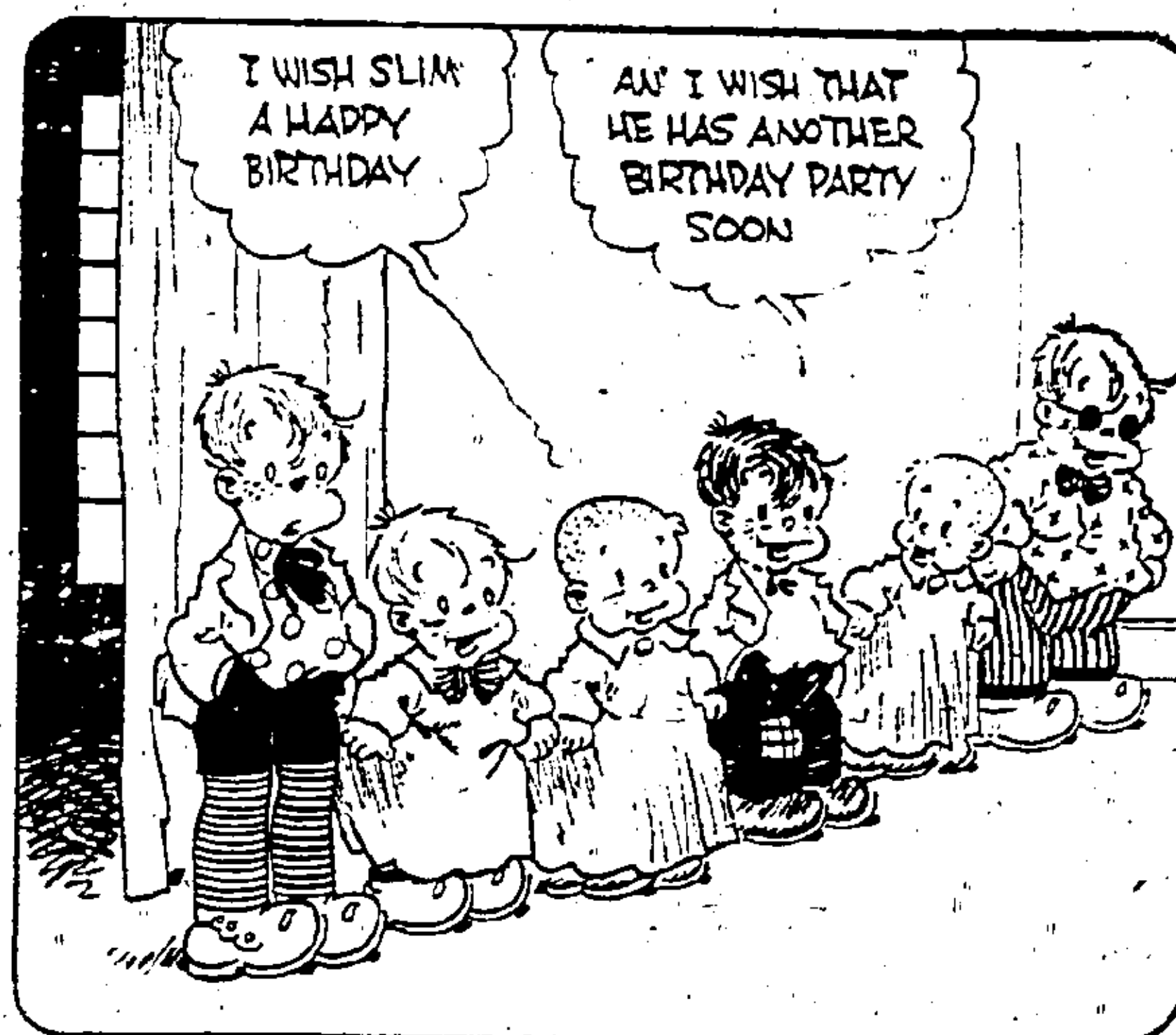
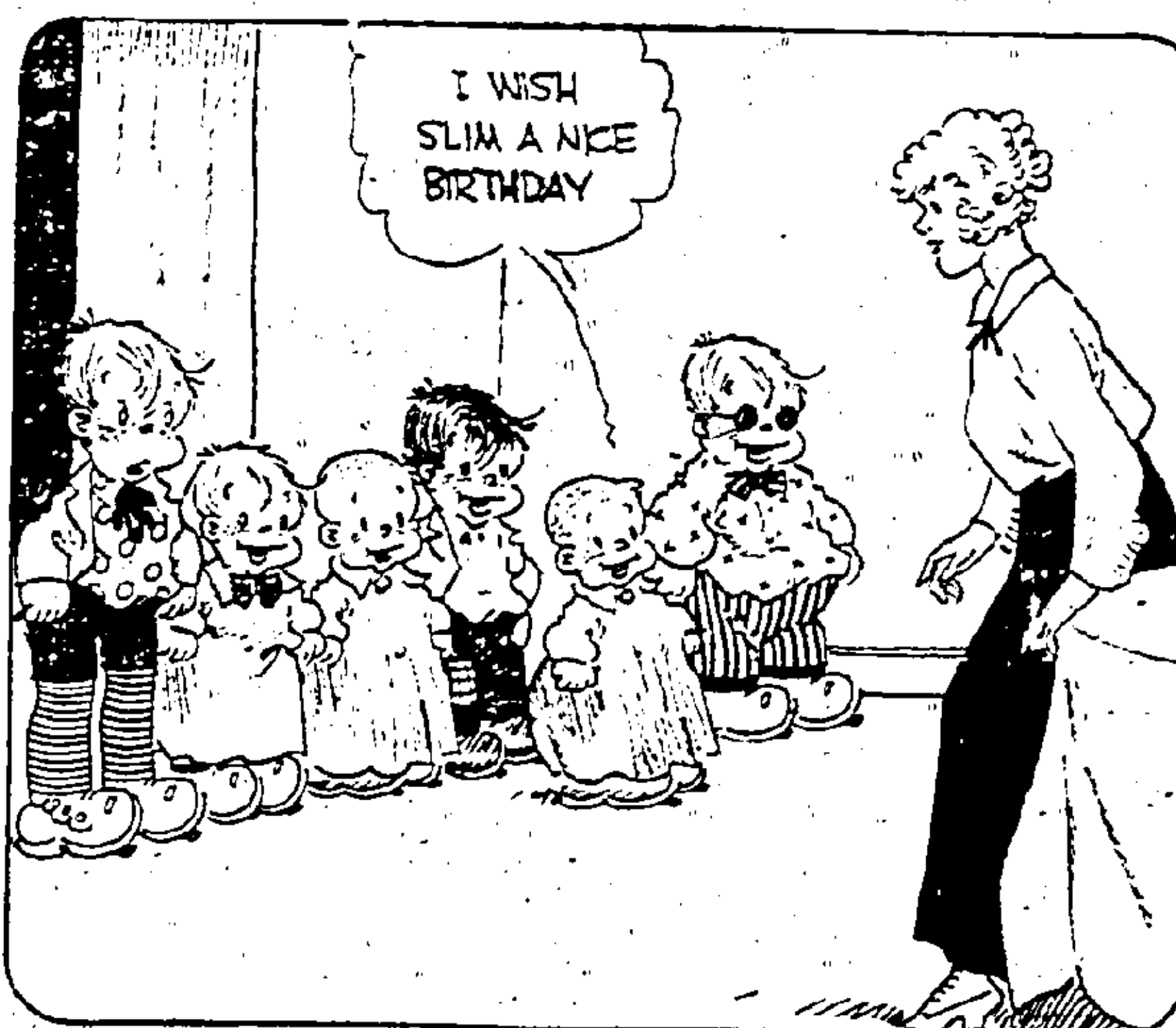
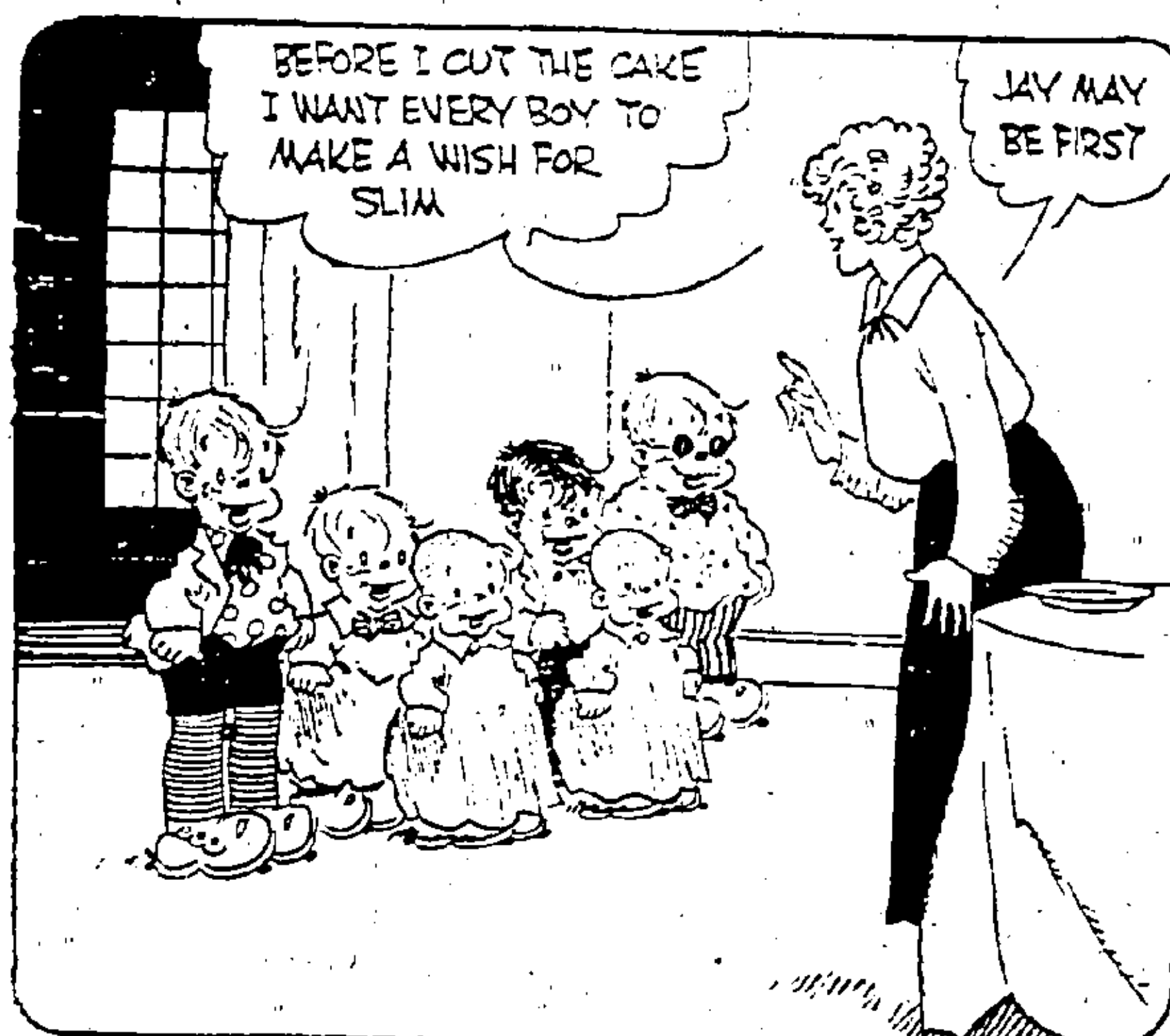
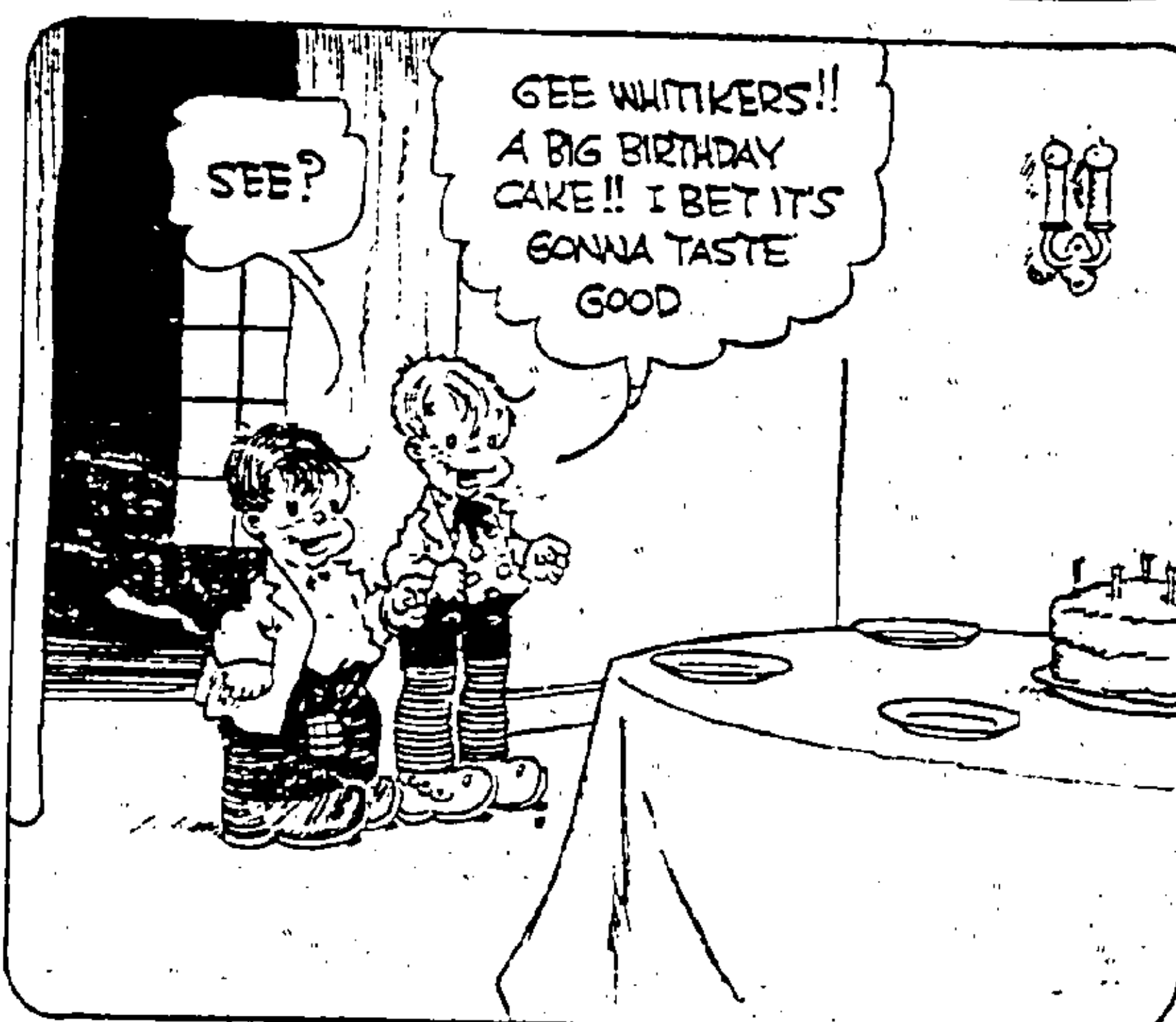
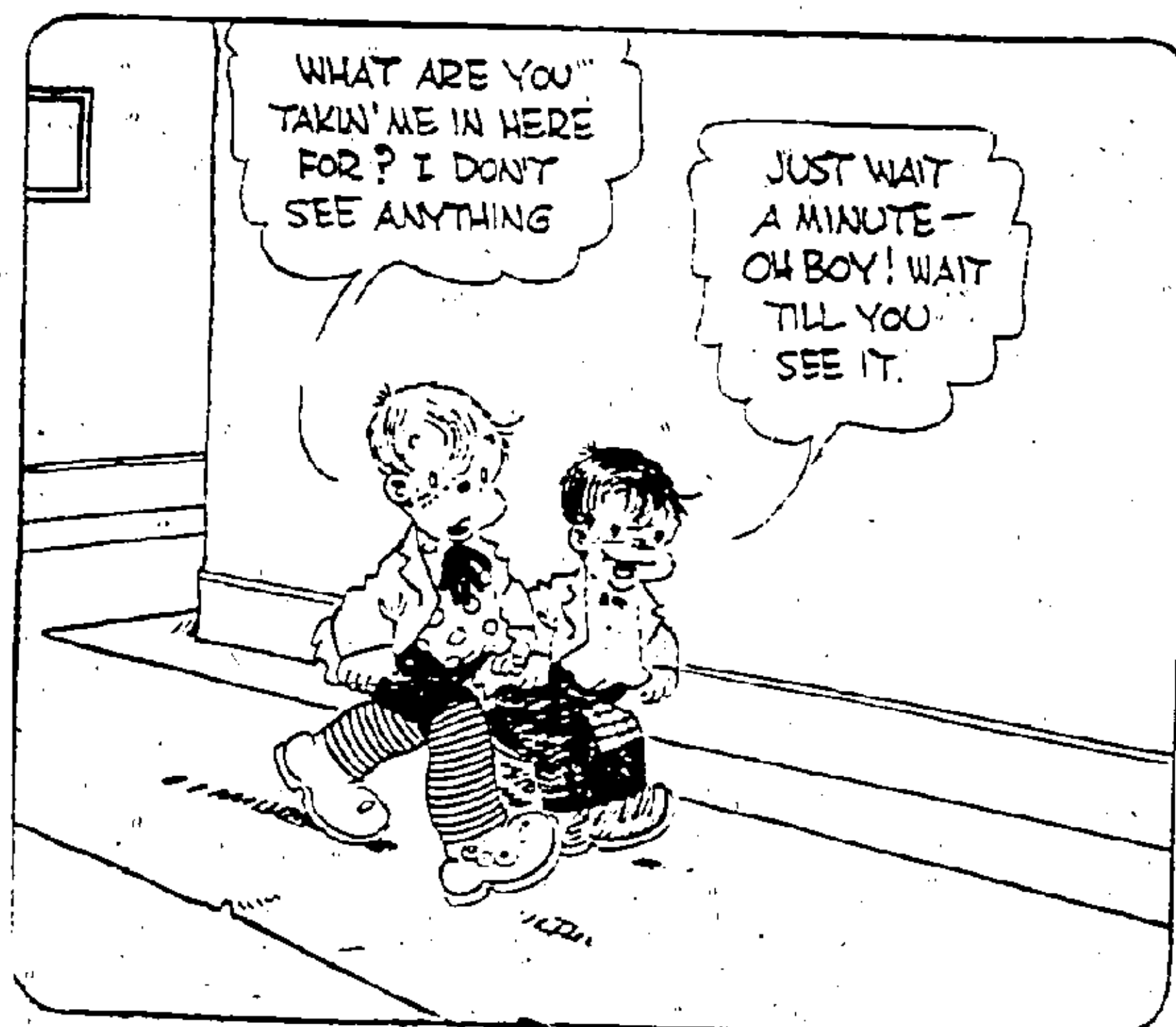
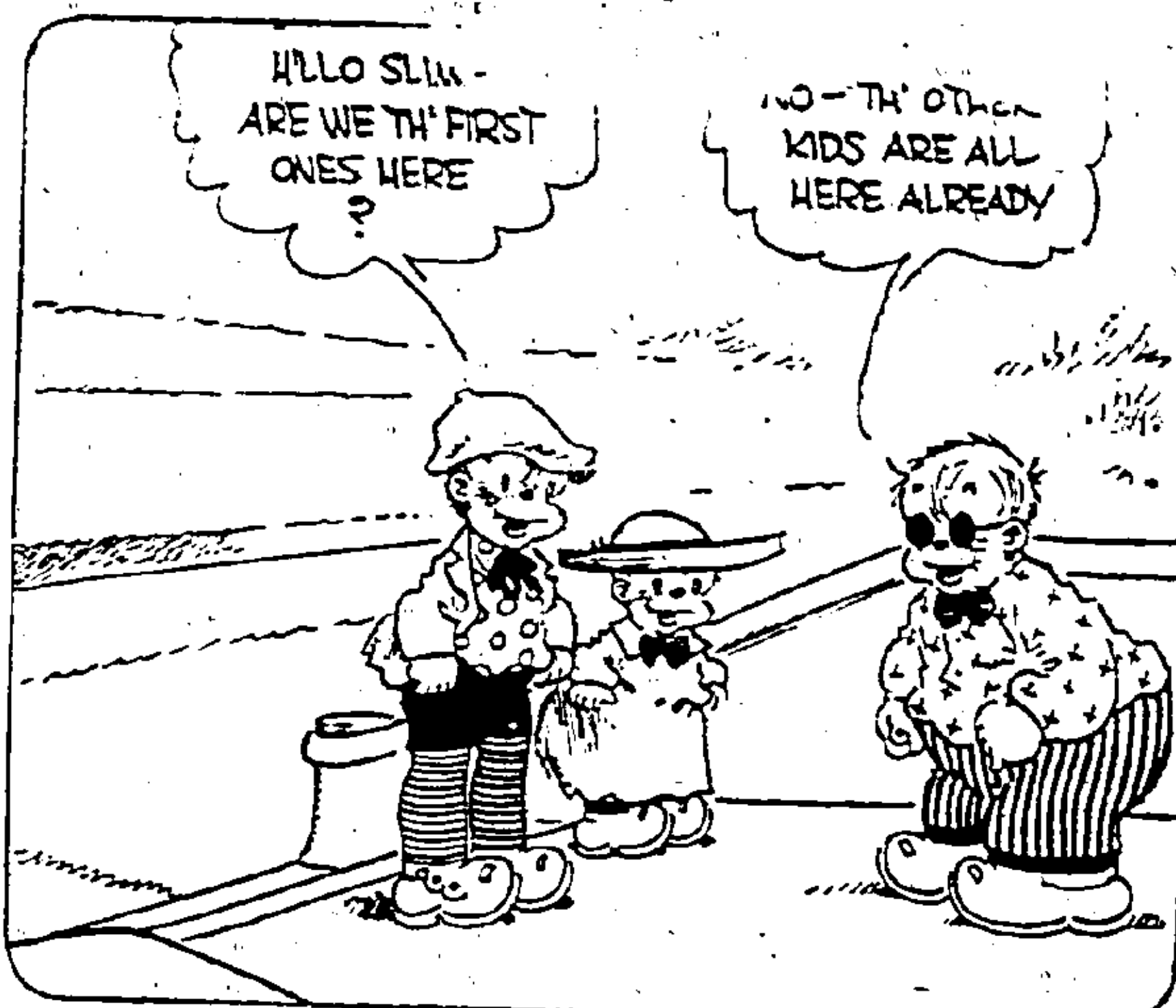
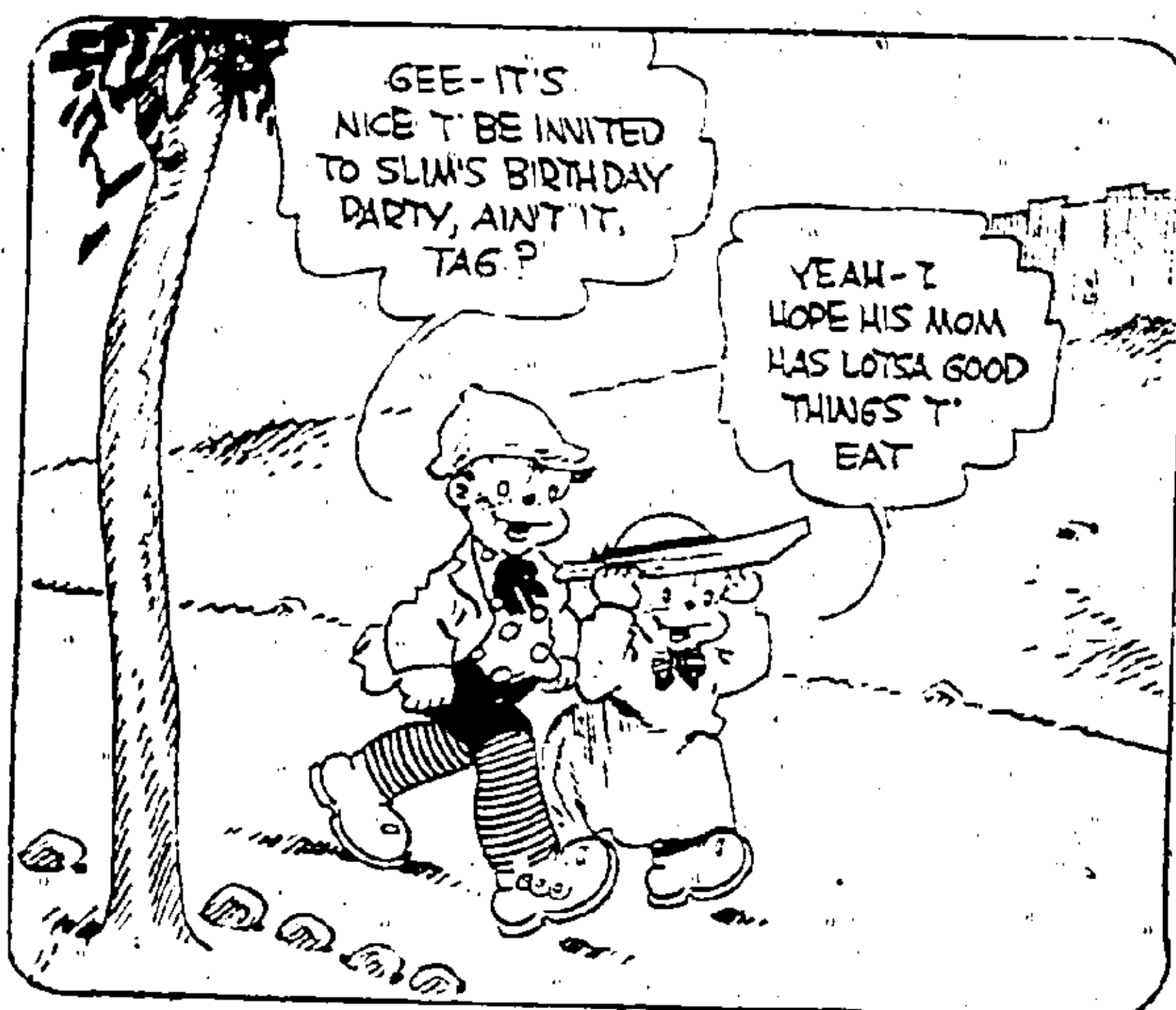
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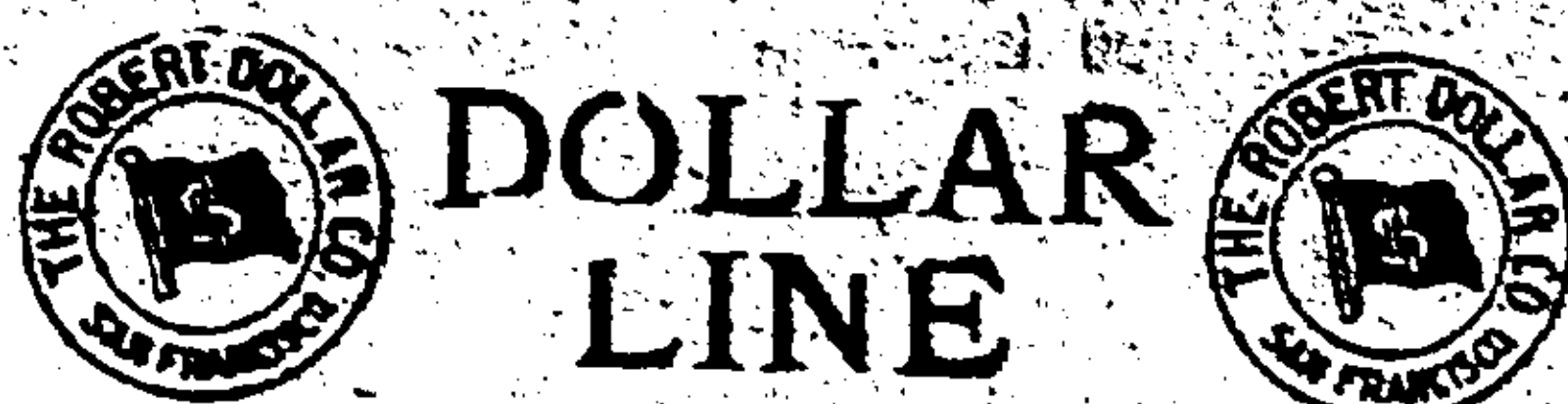
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Steamers	For	Sailing
OOSTKERK	R'dam, A'dam, Hamburg, Bremen	on or about 24th May.
OUDEKERK	A'dam, R'dam, Hamburg, Bremen	20th June.

For full particulars please apply to

JAVA CHINA JAPAN LYN.

General Agents. York Building.

"DEAD SEA" NO LONGER DEAD.

Irrigation Scheme to Revive "Land of Milk and Honey."

A scheme for the irrigation of the Plain of Jordan between the Lake of Genesareth and the Dead Sea was outlined by Mr. Albert Hirth to members of the Victoria Institute, at Central Buildings, Westminster, recently.

Wide areas, said Mr. Hirth, were covered with fertile soil, suitable for cultivation; irrigation only was needed in those districts, which in Joshua's time "flowed with milk and honey."

The irrigation scheme was to build canals on both sides of the River Jordan and parallel with it. Throughout their length the canals would be furnished with suitable out lets for the distribution of water over the plains sloping towards the River Jordan.

As a source of energy, there is planned a hydro-electric plant on the western shore of the Dead Sea, which would receive its energy from the Mediterranean through a tunnel under Jerusalem.

The scheme, added the lecturer, was far from new—it was probably some 2,000 to 3,000 years old—but its realisation had neither been demanded, nor had it been feasible till just now.

CLIPPING THE CHURCHES.

In Warwickshire villages and in Birmingham a curious Easter ceremony was performed (says Lady Kinloch-Cooke in the Empire Review) called "clipping the churches. The children of the different charity schools in the neighbourhood placed themselves in a single row with their backs to the churches, and joined hands till the chain completely surrounded the edifice. As soon as the hand of the last of the train had grasped that of the first the party broke up and walked in procession to another church, where the ceremony was repeated. Another very ancient custom in the same county permitted the young men who could catch a hare and bring it to the parish before ten o'clock on Easter Monday to claim from him a goat in money, a calf's head, and 100 eggs for their breakfast. Whether they were bound to consume the latter at one meal is a point on which history is silent.

HYPNOTISED BY A 'PLANE PROPELLER.

Watching the revolving propeller of an aeroplane engine under test at a distance of a few feet, an airman apparently became hypnotised.

He walked slowly to the propeller and was killed. Medical opinion attributed his action to hypnotic attraction.

This story is told in the report just issued on the health of the R.A.F. for 1921.

Thirty-six officers and men were killed during the year, and statistics show that for each fatal accident, 2,238 machine hours were flown.

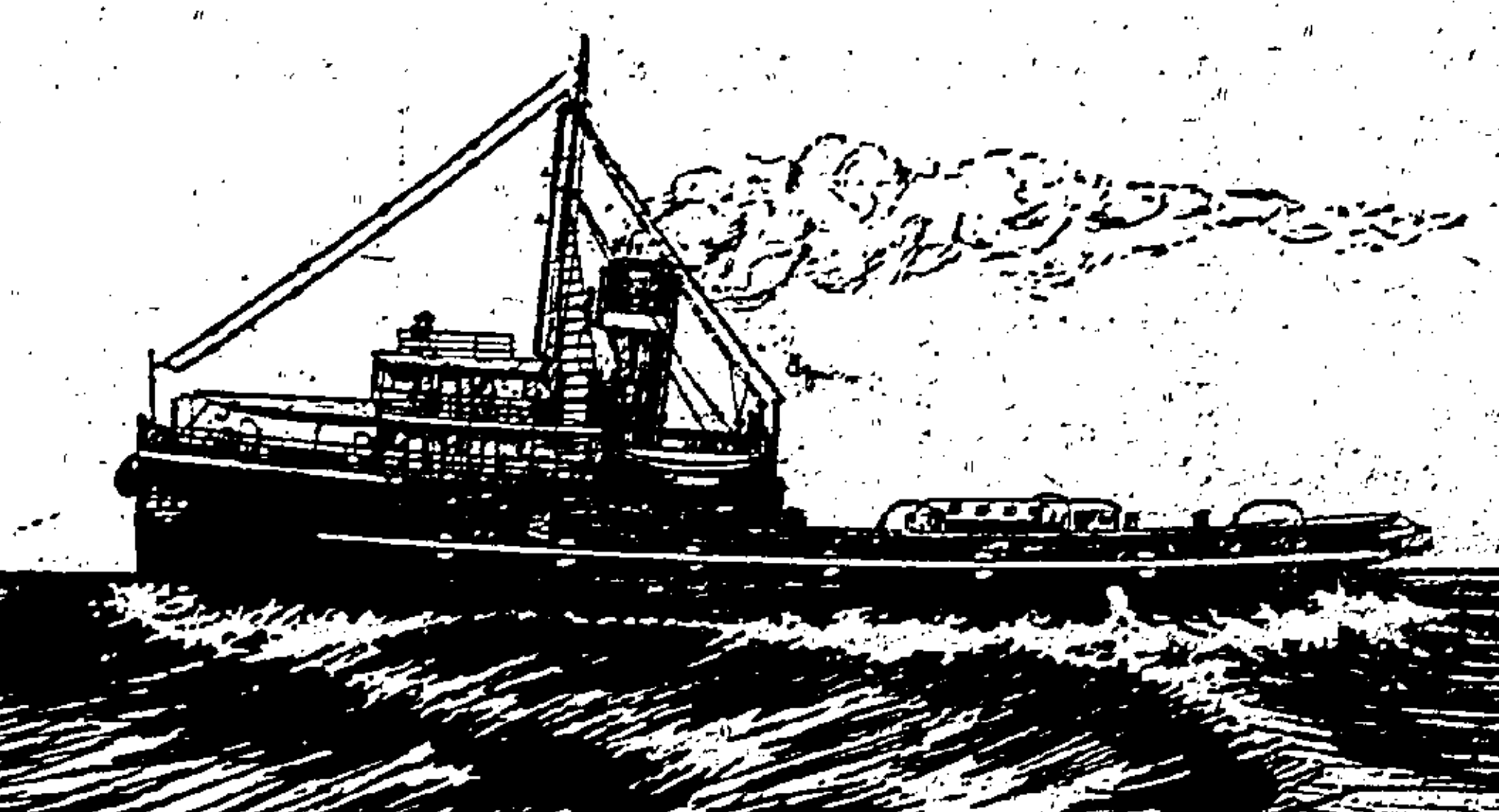
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1, A.B.C. Fifth Edition, Engineering, First and Second Edition.

Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service, 1921. Length 165' B.P., Breadth 34' (m) Depth 17' (m) S.E.P. 2000. Fitted with electrically driven main shaft and centrifugal pumps, air compressors, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager.

EDYER, B.E., M.I.N.A., Kowloon Dock, Hongkong.

Shipping to Europe, Australia, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

TO
STRAITS, JAVA, BURMA, ORIENT, INDIA, PERSIAN GULF, WEST INDIES, MADAGASCAR, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.**PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS**
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
ALIPPORE	5,373	29 May noon	S'pore, Penang & Bombay
NYANZA	7,000	30 May 11 a.m.	M'les, London & Antwerp
LAFORE	5,253	4th June	S'pore, Colombo & Bombay
SOUDAN	6,700	5th June	S'pore, Penang, C'bo & B'bay

BRITISH INDIA-APCAR SAILINGS (South)

JANUS	4,824	13th June	C'ta, via S'pore, Penang.
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EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	2nd June	Manila, S'kan, Thursday 1st, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections from Australia with the following:
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The S. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Co.'s steamers for Southampton and London via Panama Canal.

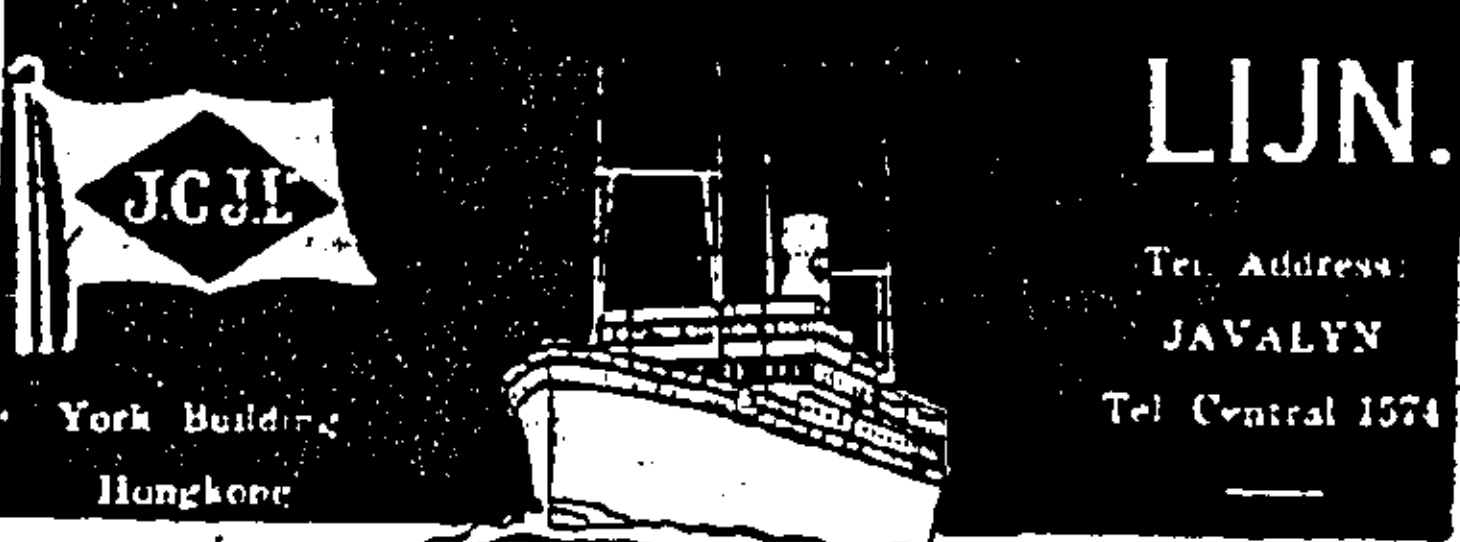
SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tons	From Hong-kong (about)	Destination
JANUS	4,824	24 May 11 a.m.	Amoy, Moji & Kobe
JAPAN	6,052	30th May	Shanghai & Japan
DEVANHA	8,092	3rd June	S'hai, Moji, Kobe & Y'hamo
ARAFURA	6,000	12th June	Japan direct
SICILIA	6,813	16th June	Shanghai only
MALWA	10,941	17th June	Shanghai only

(All dates are approximate and subject to alteration without notice)

WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the company's Office or to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight etc., apply to
MACKINNON, MACKENZIE & CO.
Agents,
22, Des Voeux Road Central.**JAVA-CHINA-JAPAN-LIJN.****REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.**

From	To	Expected on or about	Will leave on or about	For
TJuwong	Japan	In port	24th May	M'ssar, S'baia
TJikembang	Java	25th May	27th May	S'hai & Dalny
TJibodas	Java	25th May	28th May	S'hai & Japan
TJialak	U. States	27th May	28th May	Banks, B. Java

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the—

Java-China-Japan Lijn.

CLEN AND SHIRE.

JOINT SERVICE OF STEAMERS

U. K. STRAITS, CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leave Hongkong
OLENTARA	4th June.	OLENARIFFE	25th May.
OLENIFIER	18th June.	Genoa, L'don, R'dam & H'burg	
CANARVONSHIRE	2nd July.	OLENAMOV	1st June.
OLENBEO	16th July.	London Rotterdam & H'burg	
		OLENAPP	21st June.
		L'don, Rotterdam & Hamburg	

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.
THE GLEN LINE, LTD.AGENTS
Telephone Central No. 215, sub-ex. 23 and 3596.**M MESSAGERIES MARITIMES M**

SERVICES CONTRACTUELS

Mail Steamer	Next Sailing from Marseilles	Pro. Arr. at H'g. and Sailing for S'hai & Japan	Pro. Sailing from H'g. for M'les
AMBOISE	—	—	28th May.
CORDILLERE	—	—	11th June.
ANGERS	20th Apr.	23rd May.	25th June.
CHILI	4th May	5th June	9th July.
PORTHOS	18th May	13th June	23rd July.
ANGKOR	1st June	3rd July	6th Aug.

RATES OF PASSAGE MONEY TO MARSEILLES.
(Including Table Wine and free Doctor's attendance)
A Class 1st Class £95.00 B. Class 1st Class £89.00
Steamers 2nd Class £68.00 Steamers 2nd Class £62.00

Through Tickets to London and Leading Towns of Europe. Accommodation reserved in the trains at Marseilles.

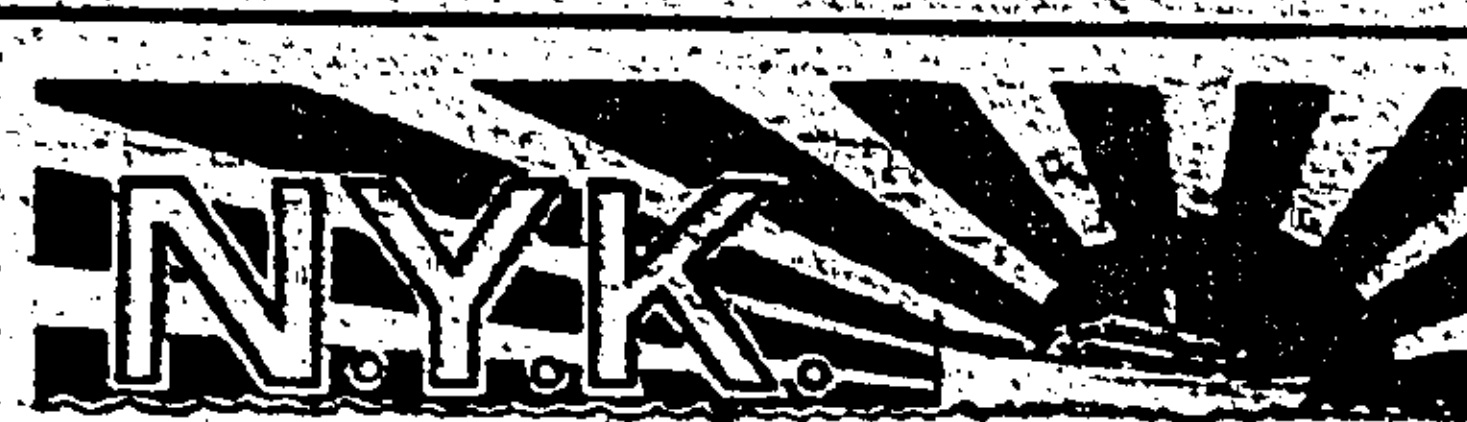
LIGNE COMMERCIALES (CARGO-BOATS)
S.S. MEINAM loading for Havre, Antwerp & Dunkirk about 27th May.

Sailings and dates subject to alteration without notice.

For full particulars apply to:

Telephone Central 740.
Messageries Maritimes Co.
3 Queen's Building,
COMMERCIAL TRADING REPRESENTATION.

Shipping to Europe, Australia, and other Ports.



ALLIANCE SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via S'hai & Japan ports.
Through Bills of Lading issued to all Overland Commerce Points in U.S.A. & Canada.Through passage rates to Europe via America G. \$435, G. \$450, G. \$450.
SHIDZUKA MARU (Calling Keelung) Monday, 4th June.

YOKOHAMA MARU ... Monday, 25th June.

MARSEILLES, LONDON & ANTWERP via Singapore, etc.

HARUNA MARU ... Wednesday, 23rd May, at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

DAKAR MARU ... 1st half June.

LIVERPOOL via MARSEILLES & VALENCIA.

TATSUNO MARU ... 2nd half June.

SYDNEY & MELBOURNE via Manila, etc.

AKI MARU ... Saturday, 26th May.

TANGU MARU ... Wednesday, 20th June.

NEW YORK and/or BOSTON via PANAMA.

MAYBASHI MARU ... Saturday, 2nd June.

BUENOS AIRES via S'pore, Delagoa Bay, Durban & Cape Town.

KAWACHI MARU ... Middle June.

YOMBAI via Singapore, Penang & Colombo.

WAKASA MARU ... Sunday, 27th May.

MORIOKA MARU ... Sunday, 10th June.

CALCUTTA via Singapore, Penang & Rangoon.

RANGON MARU ... Thursday, 31st May.

NAGATO MARU ... Saturday, 9th June.

NAGASAKI, KOBE & YOKOHAMA.

YOSHINO MARU ... Thursday, 14th June.

SHANGHAI, KOBE & YOKOHAMA.

MURORAN MARU ... Saturday, 26th May.

TAMBA MARU ... Sunday, 27th May.

ATSUTA MARU ... Wednesday, 6th June.

For further information apply to— **NIPPON YUSEN KAISHA.**

Tel. Central Nos. 292 & 293. F. OGURI, Manager.

DODWELL & CO., LTD.**REGULAR SAILINGS TO NEW YORK & BOSTON FOR BOSTON & NEW YORK.**

S.S. "KENDAL CASTLE" Sailing on or about 5th June.

S.S. "WRAY CASTLE" Sailing on or about 8th July.

LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.**FOR SHANGHAI, YOKOHAMA & KOBE.**

S.S. "FIUME-L" ... Sailing on or about 31st May.

FOR BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "NIPPON" ... Sailing on or about 5th June.

S.S. "FIUME-L" ... Sailing on or about 28th June.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" ... Sailing on or about 31st May.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.,

Telephone Central 1030. Agents.

AUSTRALIAN ORIENTAL LINE.**HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.****SAILING (SUBJECT TO ALTERATION).**

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	21st May.	26th May, 4 p.m.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

(JOHN SWIRE & SON, LTD.)

Telephone Central No. 36. Agents.

"ELLERMAN" LINE.

(Ellerman & Bucknall S.S. Co., Ltd.)

UNITED KINGDOM & CONTINENT SERVICE.**OUTWARDS.**

"City of Manchester" 9th June. Shanghai, Kobe & Yokohama.

HOMEWARDS.

"City of Tokio" 8th June. M'les, London, A'werp, H'burg.

"City of Manchester" 17th July.

PASSAGE RATES TO LONDON.

A Class Steamers	1st Class £92.—	2nd Class £62.—
B Class Steamers	1st Class £84.—	2nd Class £56.—
C Class Steamers	1st Class £76.—	

N.B. "C" Class Steamers comprise those of the Cargo type, which have accommodation for a few passengers but do not carry Doctor or Stewards.

Subject to change without notice.

For further particulars apply to

HOLYOAK MASSEY & CO., LTD. **THE BANK LINE, LTD.**

CANTON.

Tel. Central 7000.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION

Destination	Steamer	Sailing	
SHANGHAI via Swatow Kwongsang	Wed.	23rd May at noon.	
HAIPHONG via Hoihow Mingsang	Fri.	25th May at 9 a.m.	
SHANGHAI via Swatow Laksang	Fri.	25th May at noon.	
SANDAKAN	Fri.	25th May at 3 p.m.	
MANILA	Loongsang	Fri.	25th May at 3 p.m.
SHANGHAI via Swatow Hsang	Sun.	27th May at noon.	
BANGKOK via Swatow Chaksang	Tues.	29th May at noon.	
TIENTSIN	Chipahing	Wed.	30th May at noon.
SHANGHAI via Swatow Taisang	Wed.	30th May at noon.	
STRAITS & Calcutta	Hosang	Wed.	30th May at 3 p.m.
KOBE via Moji	Laksang	Thurs.	31st May at 7 a.m.
SHANGHAI via Swatow Vusang	Fri.	1st June at noon.	
SHANGHAI via Swatow Wingsang	Tues.	5th June at 10 a.m.	
STRAITS & Calcutta	Laksang	Fri.	15th June at 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG".

Both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between H'kong & Tiensin calling at Weihaiwei & Cheloo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Hosang" will be despatched on or about Wednesday, 30th May, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO. LTD.**HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haiching...	J. S. Thomson...	FRI. 25th May at 1 p.m.
Haibong...	W. C. Parkerson...	TUES. 29th May at 1 p.m.
Haifong...	Ellis Walker...	FRI. 1st June at noon.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN OVERSTRATEN

will be despatched on 24th May.

to SINGAPORE, PENANG and BELAWAN DELI.

Excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraphy.

1st. CLASS FARE TO SINGAPORE, \$100.

In connection with the Royal Packet Nav. Co's (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents— **JAVA CHINA-JAPAN LIJN,**

Telephone Central No. 1574. York Building, Chater Road.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)

REGULAR FORTNIGHTLY SERVICE

between

JAPAN, HONGKONG & JAVA.

For Batavia, Samarang & Sourabaya.

S.S. SAMARANG MARU Sailing on or about 27th May.

S.S. BANDOENG MARU Sailing on or about 16th June.

For Moji, Kobe, Osaka & Yokohama.

S.S. CHERIBON MARU Sailing on or about 7th June.

S.S. MACASSAR MARU Sailing on or about 24th June.

For further particulars please apply to—

K. SUZUKI,

Manager.

Tel. Central No. 2266.

Second Floor, Frido's Building.

CONSIGNEES.

NOTICE TO CONSIGNEES.

N. Y. K. LINE

(NIPPON YUSEN KAISHA)

From EUROPE & STRAITS.

The Company's Steamship

"KATORI MARU"

having arrived from the above

ports, Consignees of Cargo are

hereby informed that their goods

are being landed and placed at

their risk in the Hongkong and

Kowloon Wharf and Godown

Company's Godowns at Kowloon,

whence delivery may be obtained.

Goods not cleared by the 28th

May, 1923, will be subject to

rent.

Damaged packages must be left

in the Godowns for examination

by the Consignees and the Co's

representatives on any Tuesday

and Friday, at 2.30 p.m. within

the free storage period.

All claims must be presented

within ten days of the steamer's

arrival here, after which date they

cannot be recognized.

No claim will be admitted after

the goods have left the Godowns.

No fire insurance has been

effected.

NIPPON YUSEN KAISHA.

Hongkong, 28th May, 1923.

NOTICE TO CONSIGNEES.

ADMIRAL ORIENTAL LINE.

The Steamship



The Best Place to Buy Your
Victrola and Victor Records

S. MOUTRIE & CO., LTD.

Exclusive Victor
Distributors.

The best service, the best selection of
Victrola Records, the largest variety of
Victrola instruments is yours the
moment you enter our establishment.

Ask your friends
who shop at our
store!



HOTELS

LEADING FAR EASTERN HOTELS.

HONGKONG:
Hongkong Hotel, Peak Hotel,
Repulse Bay Hotel.
SHANGHAI:
Astor House Hotel, Palace Hotel,
Grand Hotel Kalee.
PEKING:
Grand Hotel des Wagon Lits.
The Hongkong Hotel Co., Ltd.
In conjunction with
The Shanghai Hotels, Ltd.
and
The Grand Hotel des Wagons-Lits, Ltd.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
104, Central 373. Telegraphic Address: "VICTORIA"
J. WITCHELL, Manager.

THE EUROPE HO TEL

SINGAPORE.
DANCING AFTER DINNER.
EVERY
MONDAY WEDNESDAY AND SATURDAY
TEA DANCES
TUESDAYS AND THURSDAYS.
The Hotel Orchestra under the Direction of
Mr. F. R. Martens.
Telephones in every Room.
Telegraphic Address: "EUROPE, SINGAPORE."
Telephone No. 2740 (9 lines).
THE EUROPE HOTEL LTD.
ARTHUR E. ODELL, Manager.

KINGSLERE HOTEL MID-LEVEL
KNUTSFORD HOTEL KOWLOON
SACHSE, LENNOX & Co. General Agents
Are resident Managers.

PALACE HOTEL, KOWLOON.

Tel. No. Kowloon 8. Tel. Add. "Palace."
Two minutes from Ferry and Railway Station. Five minutes by Ferry from Hongkong
A first class Hotel in every respect and under English management.
Cuisine under personal supervision of the Proprietor.
Lounge Bar and Billiard Room.
Terms moderate.
Special arrangements for families on application to:
J. H. OXBERRY, Proprietor.

ASTOR HOUSE HOTEL.

Telegraphic address "ASTOR". Telephone Central 170.
13, Queen's Road Central.
A first class Hotel centrally located in the shopping and business districts, large
and rooms completely renovated and refurnished. Dining Room and Lounge
just opened. Entirely under new management.
For terms apply to the Manager.

NOTICE

G. R. NOTICE.
The following Traffic Regulations will be in force for the ceremony of unveiling the War Memorial on Thursday 24th inst.—
All Vehicle traffic will proceed by way of Murray Road and Connaught Road Central. Passengers will alight at North corner of Hongkong Club and Jackson Street. Vehicles will be parked on North side of Connaught Road. All other roads leading to Statue Square will be closed.

E. D. C. WOLFE,
Capt. Supt. of Police.
Hongkong, 21st May, 1923.

FAR EAST OLYMPIAD.

The second heat of the 1 mile swim was won by Kodama, with Hori second and Takashi third. All are Japanese. The time was 25 mins, 12.5 secs.

The heats in the 100 yards swim resulted:
First heat.—1, Onda; 2, Tanaka (both Japanese). Time 59 1/5 secs.
Second heat.—1, Iriya (Japan); 2, Tanjuto (Philippines). Time 59 secs.

Third heat.—1, Egga (Philippines); 2, Suzuki (Japan). Time 61 1/5 secs.

All the times broke the Far Eastern record of 64 secs.

Swimming, breast stroke, third heat.—1, Ishida, Japan; 2, Hideson, Philippines. Time, 1:33, beating the Far Eastern record of 1:36.2/5.

Swimming, one mile, first heat won by Matsusawa, Sato and Hijikata, all of Japan, in the Far Eastern record time of 26 mins, 23.5 secs.

Osaka, May 22.—440 Yards. (Final): 1, Nando, Japan; 2, Dano, Philippines; 3, Matsubige, Japan; 4, Malinaso, Philippines. Time, 52 seconds.
120 Yards Hurdles. (Final): 1, Fernandez, Philippines; 2, Ebara, Japan; 3, Abiera, Philippines; 4, Wu Yen-chang, China.
Hop, Step and Jump. (Final): 1, Oda, Japan; 2, Toros, Philippines; 3, Santos, Philippines; 4, Sato, Japan. Distance, 46 feet 10 1/8 ins.

220 Yards Hurdles. (Final): 1, Escamos, Philippines; 2, Burcoy, Philippines; 3, Matsukawa, Japan; 4, Taduran, Philippines. Time, 27 2/5 seconds.
Preliminary Basketball: The Chinese team defeated the Japanese by 52 to 16.
100 Yards Dash. (Final): 1, Catalan, Philippines; 2, Takaki, Japan; 3, Ohmura, Japan; 4, Tani, Japan.

China Wins Football.
In the preliminary football match China beat the Philippines by three goals to nil. Three Filipinos were seriously injured. Cui broke a leg and Mazzano and Hernandez sustained broken ribs.

Rain stopped at 11:30, the contests then proceeding with increased vigour. The number of spectators is larger, including women.
880 Yards (Final): 1, Okazaki, Japan; 2, Toda, Japan; 3, Nanto, Japan; 4, Kinoshita, Japan. Time 122 2/5 seconds. This broke the Far Eastern record of 123 4/5 seconds.
220 Yards: 1, Catalan, Philippines; 2, Takaki, Japan; 3, Ohmura, Japan; 4, Mori, Japan. Time, 22 1/5 seconds, breaking the Far Eastern record of 23 seconds.
Discus: Birtulpo, Philippines, Okito and Ita, Japan, and Tu Yung-tang China all broke the Far Eastern record of 109 feet 5 1/2 inches. Birtulpo threw 119 feet and 7 1/2 inches.

Preliminary Volleyball: Philippines beat Japan, by 4-2.—
Hongkong Champions Beaten.
In the preliminary lawn tennis doubles in the Far Eastern Championship tournament, the Aragon brothers (Philippines) beat the Chinese, Ng Sze-kwong and Wei Wing-lok, 3-6, 6-2, 9-7, 3-6, 6-2. In the ladies doubles of the International Open Tournament, the Japanese Misses Tamura and Kajikawa beat the Filipinos, Misses Careaga and Santos, 6-2, 6-1.—*Reuter.*

TOGETHER AGAIN.

Three members of the present Cabinet, born in the same year, 1867, were in the same form at Harrow together. They are Sir R. Sanders, Viscount Peel, and Mr. Stanley Baldwin.

PASSENGERS DEPARTED.

Per P. & O. s.s. Soudan Capt. & Mrs. B. Skead, Mr. F. D. Thompson, Mr. B. P. Mahta, Lieut. Dioker, Mr. A. G. Dovey, Mr. R. Tulai, Mr. P. D. Tata.

Per s.s. President Taft for San Francisco etc.—Mr. E. N. Du Treil, Mr. W. R. Ho, Mr. & Mrs. M. Olsuff, Mr. V. Schoenrich, Mrs. C. E. L. Ozorio, Mrs. K. F. Lay, Miss A. Mackenzie, Mr. Chas. Ligh, Miss K. Jorgensen, Mr. F. Ryser, Mrs. E. M. Wilson, Mrs. J. M. Elias Van Casticum, Mr. R. Tulai, Mr. & Mrs. J. G. Rothwell, Mr. W. Ramsey, Mr. & Mrs. T. F. Appleby, Mr. & Mrs. J. R. Burgett, Miss M. Carter, Mr. J. Didiheim, Mr. H. S. Darlington, Mr. T. H. Elias, Miss C. O. Elias Mr. & Mrs. S. R. Flynn, Mr. & Mrs. G. M. Hawley, Mr. C. M. Higgins, Mr. R. Higgins, Mr. C. Kirkwood, Rev. & Mrs. C. J. Lowe, Misses Lowe, Mr. & Mrs. E. F. Myer, Mr. K. J. Mooney, Mr. W. F. Mitchell, Mr. & Mrs. Chas. P. Myer, Mr. F. C. Masteller, Mrs. H. O. Masterton, Mrs. A. Miller, Mrs. C. D. McIntosh, Mrs. A. C. McCleary, Mr. & Mrs. W. C. Plarz, Mr. A. Sklarevsky, Mr. J. W. Speyer, Mr. E. J. Siederman, Mrs. C. M. Serander, Mrs. J. O. Sheppard, Miss A. Swan, Mr. A. W. Peeler.

SHIP'S OFFICER'S MYSTERIOUS DEATH.

A strange circumstance in the discovery of William Griffith Jones, 52, second officer of the steamship Messonier, shot dead in his bunk recently, at Swansea, is that the cabin door had been locked from the outside.

WEATHER REPORT.

May 23d. 11h. 43m.—Pressure has decreased considerably at Vladivostok, moderately at Shanghai and slightly at other reporting stations.

The depression has deepened and now covers the whole of China.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st 10.73 inches, against an average of 19.52 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Formosa Channel
2 South coast of China between H.K. & Lameoka. S. winds, moderate; fair.
3 Hongkong to Gap Rock
4 South coast of China between H.K. & Hainan.

T. F. CLAXTON, Director.

H.K. Observatory, May 23, 1923.

PASSENGERS ARRIVED.

Per s.s. Angers from Marseilles etc.—Mr. Martin, Mr. Mohor, Mr. & Mrs. Elgin, Mr. & Mrs. Mackay, Mrs. Peterson, Mr. Grasset, Mr. Skossarevsky, Mr. & Mrs. Chapannet, Mr. Williams, Mr. Rigou, Mr. & Mrs. Dussan, Mr. Dubois, Mr. Rodriguez, Mr. & Mrs. Busschaent, Mr. Baudevin, Mr. Lohana, Mr. Triun.

EXCHANGE.

(Opening Rate: closing Rate on Page 1.)

SELLING.

T/T	30 d/s. San Francisco and New York	55 1/2
Demand	4 m/s. Mare	Nom.
30 d/s	4 m/s. France	8.70
60 d/s	6 m/s.	8.85
4 m/s.	Demand, Germany	54 1/2
T/T	Demand, New York	175
T/T	T/T. Bombay	175
T/T	Demand, Bombay	175
T/T	T/T. Calcutta	175
T/T	Demand, Calcutta	175
T/T	On Yokohama	111
T/T	Demand, Manila	109 1/2
T/T	Demand, Singapore	100
T/T	Demand, Batavia	140
T/T	On Haiphong	Nom.
T/T	On Saigon	79
T/T	On Bangkok	8.31
T/T	Sovereign	48.80
T/T	Gold leaf per Tael	32.7/15
T/T	Bar Silver ready	32.7/15
T/T	forward	32.7/15
T/T	Bank of England rates	3%
T/T	New York/London	4.63 1/2

BUYING.

4 m/s. L/C	2/4 15/16
4 m/s. D/E	2/4 15/16
6 m/s. L/C	2/5
30 d/s. Sydney and Melbourne	2/5 1/2

SUBSIDIARY COINS.

Hongkong 40 cent pieces @	1/2% per.
10	1/2% per.
5	1/2% per.
Canton sub. coins	2 1/2% dis.
Hongkong May 23, 1923.	19 1/2% dis.

POST OFFICE NOTICES.

On Empire day the 24th inst. the G.P.O. and the Branch Post Offices will be open as follows:—The G.P.O. and Kowloon Branch Office from 8 to 9 a.m. only. Wanchai, Saiyikwan and Yauwatt Branches from 8 to 9 a.m. and from 5 to 6 p.m. Sheungwan Branch Office from 8 to 9 a.m. and from 5.30 to 8 p.m. The Money Order Office will be entirely closed. There will be no collection from the pillar boxes and one delivery of ordinary correspondence as on Sunday.

INWARD MAILS.

From	Per	Date
London Letters via Brindisi 24th April	Diomed	23rd May
C.S.A. Japan & Shanghai	Pres. McKinley	23rd
Shanghai	Shantung	23rd
Japan	Ranchow	24th
Straits	Aki M.	24th
Europe via Suez (Letters & Papers) London 26th April	Murcian M.	27th
Straits	Japan	27th
	Tamba M.	29th

OUTWARD MAILS.

For	Per	Date
Saigon	Kwah Kuei	Thurs. 24th inst., 9 a.m.
Whow, Pakoi & Haiphong	Yunnan	Thurs. 24th inst., 9 a.m.
Swatow	Hydrangea	Thurs. 24th inst., 9 a.m.
Hoikow & Haiphong	Mingang	Fri. 25th inst., 8.30 a.m.
Swatow, Amoy & Foochow	Haiching	Fri. 25th inst., noon.
Sardakan	Hinsang	Fri. 25th inst., 1 p.m.
Morili	Pres. McKinley	Fri. 25th inst., 3.30 p.m.
Philippines Is., Australia & New Zealand via Thursday Is.	Aki M.	Sat. 25th inst.
		Registration 8.45 a.m.
		Letters 9.30 a.m.
		(Due Thursday Is 6th June)
Cebu	Achilles	Sat. 26th inst., 6 p.m.
Swatow, Amoy & Keelung	Kaijo M.	Sat. 27th inst., 9 a.m.
Manila, Sandakan, Australia & New Zealand via Thursday Island	Cheongsha	Sat. 27th inst.
		Registration 1.45 p.m.
		Letters 2.30 p.m.
		(Due Thursday Island about 9th June)
Saigon, Straits, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhannabadi Aden, Egypt & Europe via Marseilles	Amboise	Mon. 28th inst.
		Registration 12.45 p.m.
		Letters 1.30 p.m.
		(Due Marseilles about 29th June)
Saigon	Naris	Mon. 28th inst., 2.30 p.m.
Straits & Bombay	Alipore	Tues. 29th inst., 10.30 a.m.
Swatow, Amoy & Foochow	Haikong	Tues. 29th inst., noon.
Straits, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhannabadi, Aden, Egypt & Europe via Marseilles	Nyarza	Wed. 29th inst.
		Registration 9 a.m.
		Letters 9 a.m.
		(Due Marseilles 3rd July.)
Swatow, Amoy & Foochow	Haikong	Fri. 1st inst., 11 a.m.
Shanghai, Japan, Canada, U.S.A., G. & S. America & Europe via Vancouver B.C.	Emp. of Canada	Sat. 1st inst., 5 p.m.
		Registration 9.15 a.m.
		Letters 10 a.m.
		(Due Vancouver B.C. 18th June.)

*Correspondence bearing vessel's name only.

ENTERTAINMENTS

THE CORONET

To-day till Saturday
at 2.30, 5.15, 5.45 & 9.15

PRISCILLA DEAN
IN
CONFLICT.

THE STAR

5.30 p.m.

THE IDOL DANCER

9.15 p.m.

THE BAT



Tuesday and Wednesday, 22nd and 23rd May.
at 5.15 and 9.15 p.m.

WILLIAM FOX presents
PEARL WHITE

in
"BEYOND PRICE"

2.30 & 7.15 p.m.

"THE GREAT REWARD"

Tuesday:—Episodes 3 and 4.

Wednesday:—Episodes 5 and 6.

Usual Prices. Booking at the Theatre.

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PEKINGESE IN COURT.

A Pekingese dog figured in a case heard by Mr. Justice Shearman in the King's Bench Division. The animal had been exhibited at a show, and in a criticism of the show a journalist had made a remark about the condition of the little creature's legs. Thereupon its owner, a lady, brought an action. The dog was placed at Mr. Justice Shearman's request on the Bench, and its points were examined carefully by his Lordship. Then it was handed back, and during the hearing of its mistress's evidence lay on the ledge of the witness box in front of her.

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